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OBITUARY.

ADMIRAL FARRAGUT.

Our Great Naval Hero.

His Death Yesterday.

A Sketch of His Life.

Sixty Years in the Service.

Twenty-five Years at Sea.

The Great Scenes in His Career.

Etc., Etc., Etc., Etc., Etc.

The Death of Admiral Farragut.

PORTSMOUTH, N. H., August 15.—Admiral Farragut died very peacefully yesterday, at noon precisely, surrounded by his friends and family, at the residence of Commodore Pennock. His remains will be deposited temporarily in a vault here until his final resting place shall be decided upon.

WASHINGTON, Aug. 15.

The Official Announcement.

Special Despatch to The Evening Telegraph.

The Navy Department has issued the following order in relation to the death of Admiral Farragut:—

NAVY DEPARTMENT, WASHINGTON, Aug. 15, 1870.—The Secretary of the Navy has the painful duty of announcing to the navy and the country the death of the highest officer of the service. David Glascoe Farragut, Admiral of the Navy of the United States, died at Portsmouth, New Hampshire, at meridian, the 14th inst., in the seventieth year of his age. The life of this officer has been spent in the service of his country. The record of his deeds is written on the noblest pages of her history, and his death will be mourned by the whole people who loved while they honored him. He will be buried from St. John's Church, Portsmouth, New Hampshire, on Wednesday, the 17th instant, at meridian. The flag will be displayed at half-mast at all the navy yards and stations and on all United States ships of war in commission in our own waters on the day of the funeral and on all United States ships-of-war in foreign waters on the day after the receipt of this order, and thirteen minute guns will be fired at noon on the day of the funeral at all the navy yards and stations where this order in received in time. The commandant of the navy yard at Portsmouth will furnish a funeral escort to pay proper respect to the deceased. Officers of the navy and Marine Corps will wear crape on the left arm for the period of thirty days.

GEORGE M. ROBESON, Secretary of the Navy.

ADMIRAL FARRAGUT'S CAREER.

The death of Admiral Farragut, which is announced from Portsmouth, N. H., will create a profound impression not only in the United States, but throughout the world. The records of Von Trump and Nelson present nothing which can surpass, even if it approaches, the heroic deeds with which history will associate his name. And the quiet dignity and unaffected modesty with which he has borne himself since his name has been carried to the corners of the earth, endeared him to the people in whose righteous cause he did such manly and timely service.

His Early Life.

The father of Admiral Farragut was of Spanish extraction, and a native of the island of Minorca. He came to America in the year 1776, and entering the Revolutionary army, rose to the rank of Major. At the close of the war, the elder Farragut married a North Carolina lady, and subsequently migrated to Tennessee, taking up his residence near the town of Knoxville, where, at a place called Campbell's Station, David Glascoe Farragut, his illustrious son, was born in the year 1801. In his early boyhood he evinced a passion for a sailor's life, and his ambition was satisfied before he had fairly entered upon his teens. Commodore Porter, one of the most noted of our early naval heroes, was an intimate friend of his father, and it was through his influence that a midshipman's warrant was secured for young Farragut, bearing the date of December 17, 1810. Porter took him on board his own ship, and under the eye of this old sailor he received his first lessons in naval warfare. When but thirteen years old, he participated in the famous encounter in Valparaiso bay, being then attached to Porter's celebrated ship, the Essex, which, on March 28, 1814, after a desperate encounter of three hours, was captured by the Phœbe and Cherub. For his manly conduct on this occasion he received the special commendation of the Commodore, although he was still too young to be recommended for promotion. It was in this encounter that he received his first and only wound, being knocked down the hatch by a falling man and severely bruised in the fall.

His Career Before the War.

A brief period of schooling, passed at Chester, in this State, followed this early sea experience, and he finally started on the road to the highest rank in the service in those days. In 1816 he was again in active service on board the flagship of the Mediterranean squadron. Here he found in the chaplain, Rev. Charles Folsom, a friend and instructor, to whom he attributes much of the usefulness and success which have marked his subsequent career. When, shortly after, Mr. Folsom was appointed Consul at Tunis, young Farragut accompanied him, and the period of his life spent here was a most important one in its influences upon his character. He was promoted to a lieutenant on January 1, 1821, and ordered to the West Indies, where, under Commodore Porter, he took part in the attack on the pirate rendezvous at Cape Cruz, on the south side of the island of Cuba, July 23, 1823. The attacking vessels were the schooners Greyhound and Beagle, which, after a contest lasting twelve hours, captured the boats of the pirates, the work being finally wound up by the destruction of their village by fire. Subsequently he was on duty at the Norfolk Navy Yard until 1833, except during 1829 and 1830, in which years he cruised in the Vandalia on the Brazilian station.

In 1834 he returned to the Brazilian station, as executive officer of the sloop-of-war Natchez. In 1838 he was again on duty in the West Indies, and in 1841, having been commissioned commander on September 8 of that year, he was once more ordered to the Brazilian station on the sloop-of-war Decatur. In 1843 he was given three years leave of absence, at the expiration of which time he was once more ordered to the Norfolk Navy Yard. From 1847 to 1849 he was in command of the sloop-of-war Saratoga, of the home squadron: was stationed at the Norfolk Navy Yard again in 1850; and, having been commissioned as captain—at that time the highest rank known in the service—in March, 1851, was placed on ordinance duty until 1854. From 1855 to 1858 he was in command of the Mare Island Navy Yard, at San Francisco, California; after which service he commanded the sloop-of-war Brooklyn, of the home squadron, until May, 1860.

At the Outbreak of the War

he was sixty years of age, and of these nearly fifty had been passed in the service of his country. But the sixty years sat lightly upon him—had not dampened his energies or tempered the fire of his soul. One who saw him then would not have imagined him to be beyond middle age. He was proof, too, against all the allurements which assailed every officer of Southern birth, connections, or associations. Buchanan, Tatnall, Maury, Page, Semmes, Mallt, and nearly all the Southern men who at that time held high rank in the navy, espoused the cause of the Rebellion; but Farragut was true to the flag under which he had sailed on every sea. The outbreak of the war found him on shore duty at Norfolk, Va., where he had married years before and possessed a small estate. When the hand of treason was raised against the nation, he left all his worldly possessions and made his escape quietly to the North, leaving Norfolk on the 18th of April, 1861. His family accompanied him and took up their residence at Hasting, on the Hudson, while Farragut proceeded to the capital and placed himself at the service of the Government.

In Command of the Western Gulf Squadron.

He was ordered on duty as a member of the Naval Retiring Board, which met at New York in October, 1861, and his first opportunity to achieve a marked success was not presented until he was placed, in January, 1862, in command of the Western Gulf Squadron, with the rank of Flag Officer. His instructions required him to take command of the Western Gulf blockading squadron, and to attempt the passage of the obstructions upon the Mississippi, below New Orleans, the capture of that city being the grand object to be kept in view.

On February 20, 1862, Farragut reached Ship Island, a full month before the arrival of General Butler with the land forces which were to co-operate with him in the attempt upon New Orleans. He did not await the arrival of Butler, but proceeded with the Hartford, his flag-ship, and the other vessels of his fleet, to the mouth of the Mississippi, where several weeks were occupied in getting them over the bar, which was not accomplished until the 8th of April, and even then the Colorado and the Wabash he was obliged to leave behind, in consequence of the shallowness of the water.

The fleet with which he finally entered the Mississippi consisted of forty-five vessels of all classes, five being powerful steam sloops—the largest vessels which had ever crossed the bar—seventeen gunboats, twenty-one mortar schooners, and two large sailing vessels. Altogether, they carried two hundred guns and mortars, many of which were of very heavy calibre. The time which elapsed before the commencement of active operations was devoted to the perfection of the arrangements for assaulting the fortifications which guarded the approaches to the city.

The position of the Rebels was certainly one of great strength. As the control of the Mississippi depended in great measure upon the possession of the lower portion of the stream, they had expended all their energies in strengthening their hold upon it. Some seventy-five miles below the city, and about twenty-five miles from the "passes" of the river, they had possession of two strong works constructed many years before by the United States Government, Fort St. Philip on the left or north bank, and Fort Jackson on the right. Their united armament was 196 guns, many of them of the very largest calibre. Starting opposite Fort Jackson and extending to a point a quarter of a mile below Fort St. Philip, a stout chain cable was stretched across the stream (here 700 yards wide), supported by a raft of logs and eight hulks securely moored. Adjoining Fort Jackson was a water battery. Under cover of the forts was a fleet of thirteen gunboats, the powerful iron-clad battery Louisiana, and the iron-clad ram Manassas, the naval forces being commanded by Commodore G. N. Hollins. Between New Orleans and the forts several earthworks, well armed, commanded the channel. "Our only fear," said the press of New Orleans of April 5, "is that the Northern invaders may not appear. We have made such extensive preparations to receive them that it were vexatious if their invincible armada escapes the fate we have in store for it."

Bombardment of Forts Jackson and St. Philip.

On the morning of the 17th of April the fleet was finally drawn up in close order, four miles below the forts. The enemy first tried the efficacy of fire-rafts, which were sent down the river during the entire day and the following night, but without doing any harm. On the morning of the 18th preparations were ready for the bombardment, the foremost of the bomb-vessels about a mile and a half below Fort Jackson. For three days the bombardment, under the direct supervision of Admiral, then Commander, Porter, continued, 4000 shells being thrown at it, with very disastrous results, including the firing of the citadel and the destruction of the clothing and commissary stores, while but little damage was sustained by the attacking fleet, only one of the mortar-boats being sunk and the casualties numbering two men killed and five wounded. Farragut then concluded that the mortar-fleet could never reduce the forts, and determined to attempt to run past them.

Running the Gauntlet of the Forts.

To Bell, the fleet-captain and commander of the flag-ship, was assigned the task of breaking the barricade which stood in the way of such an attempt. This was accomplished on the night of the 20th, under cover of darkness and a fierce bombardment.

The way to New Orleans was then open to Farragut, and he dared make the venture. Engineer Moore, of the Richmond, suggested the guarding of the sides of the vessels by the iron-chain cables, which were looped over, forming a sort of armor which served to protect the line of the engines. Every possible precaution and preliminary were taken, in accordance with Farragut's general order, addressed to the commander of each vessel.

The time for the run was fixed for the night of the 23d of April. The bombardment was kept up until then, to occupy the attention of the enemy. At 2 o'clock on the morning of the 24th, the signal for the advance was given, and at half-past 3 the whole fleet was under way. The Hartford, with Farragut perched in the forerigging and peering anxiously through his glass into the thick darkness, led the column on the left, the Cayuga led the right, and following them came three other steamers and twelve gunboats, carrying in all 294 guns, the mortar fleet with its own steamers and the sailing vessels being left behind, to cover the advance with their fire.

It is impossible, in the space and time at our command, to go into the details of the memorable conflict which ensued. It was terrific. But the greater portion of the fleet succeeded in running the fiery ordeal. Farragut's flagship, the Hartford, had scarcely gotten under way before she received the fire of Fort Jackson. The response of the Hartford drove every man in the fort under cover, but did not interrupt the hot fire from the casemate guns. Fort St. Philip soon opened upon the advancing fleet, and the smoke became so dense that the flash of the guns was the only object at which either forts or fleet could direct their aim. A huge fire-raft then loomed up through the darkness, and in endeavoring to avoid this Farragut ran his vessel ashore. The raft, pushed forward by the ram Manassas, whose black hull was invisible, was shoved square upon the Hartford. In a moment the good ship was on fire half way up to her tops, the flames bursting through her ports and running up the rigging. The "fire quarters" were beaten, the flames extinguished, and the steamer backing off from the shore succeeded in extricating herself from the raft, and again started up the stream. In a few moments she was brought opposite St. Philip, upon which she poured her fire from one broadside, while the other still blazed away at Fort Jackson. A half hour more of this hot work carried the Hartford past the range of the forts and brought her among the remnants of the Rebel fleet,



THE LATE ADMIRAL FARRAGUT.

which had been pretty thoroughly dealt with in the advance. After Farragut's fleet had passed the obstructions and the forts, in the dawn of the morning an attempt was made to retrieve the fortunes of the fight on the part of the Confederates. The ram Manassas started up the stream, but was encountered by the Mississippi, which dashed towards her with the full velocity of steam and stream. When they were but fifty yards apart the ram put her helm a-port, dodged the blow, and, running full on the banks, her crew succeeded in getting ashore. The Mississippi poured in two broadsides, thoroughly riddling the Manassas, and then boarded her, but she was not worth the effort of saving.

During the fight, the Varuna, one of Farragut's vessels, went to the bottom, but not until she had seized, sunk, or disabled six of the enemy's fleet. The Winona and Kennebec had got fouled among the hooks of the barricade, and at daylight found themselves the mark for the whole fire of the two forts, against which it was useless to contend; they had therefore been forced to turn their heads down stream. The Itasca had desisted from the attempt to pass the forts only when several shots from Fort Jackson had passed through her, one piercing her boiler, making an aperture through which the steam rushed in a dense cloud, filling the engine-room and driving every man below from his post. The seven days' bombardment and the three hours' fight with the Confederate forts and fleet had cost the loyal navy 37 men killed and 171 wounded, more than half of the loss falling upon the five steamers.

Surrender of New Orleans.

Although Farragut found his fleet somewhat battered, it was still in sufficient trim to finish the task he had begun. Word was sent to Porter and Butler, still below the forts, of the success which had attended the advance, and the latter was told that the way was clear for him to send his troops up to the city in the rear of the forts.

On the morning of April 25, Farragut started up the stream for New Orleans, encountering no further opposition of a serious character, and at noon the fleet rounded the bend in the river and cast anchor in full view of the city. The shore was lined with blazing fires, the stream was filled with burning vessels, and the levee was swarming with an excited mob. A faint cheer for the Union was raised, but the men who thus tendered a welcome to the invaders were speedily hunted down by the mob, and their patriotic ebullition suppressed. The rain soon began to descend, and the crowd gradually dwindled away.

While the rain was still descending, a boat put off from the Hartford, without a flag of truce. Two officers, charged with the duty of demanding the surrender of the city, stepped ashore amid cheers for Jeff Davis and groans for Lincoln, and proceeded to the City Hall, some of the crowd acting as an escort and attempting to shield the messengers from the insults of the yelling mob which followed them. One of the New Orleans journals the next morning said:—"No violence was offered to the officers, though certain persons who were suspected of favoring their flag and cause were set upon with great fury and roughly handled. On arriving at the City Hall, it required the intervention of several citizens to prevent violence being offered to the rash ambassadors of an execrated dynasty and government." The officers presented themselves to the notorious desperado, John T. Monroe, who was at that time Mayor of the city, demanding its surrender and the hoisting of the Union flag on the public buildings. Monroe responded that he had no authority to surrender the town, and declined to hoist the flag. General Lovell, the military commander, was then sent for, and when he arrived, he declared that he had evacuated the city, and therefore could not surrender it. He said he would withdraw, and permit the municipal authorities to do as they thought best. The Mayor thereupon promised to consult the City Council and report the result the next day.

On the morning of the 26th the City Council was called together to listen to the response of Monroe to the demand for a surrender. It was very bombastic and indefinite, but received their hearty approval. "The city is yours," read the document, "by the power of brutal force. As to the hoisting of any other flag than the one of our own adoption, the man lives not in our midst whose hand and heart would not be palsied at the mere thought of such an act; nor could I find in my entire constituency so wretched and desperate a renegade as would dare to profane with his hand the sacred emblem of our aspirations."

On the following morning, the 27th, Farragut sent a party on shore to hoist the Union flag on the Custom House and Mint, with instructions to use their arms only when assailed. Insult, but not violence, was tendered them, and the flags were left without a guard, but with an intimation that the fleet would open fire upon the Mint, if an attempt was make to disturb the flag on that building. About noon, however, four men ascended to the roof and tore down the flag, which was dragged through the mire of the streets, torn into shreds, and the pieces distributed among the crowd. As soon as the attempt upon the flag was noticed on board the Pensacola, whose guns had been trained upon the building, the strings were pulled, without direct orders. But no shot followed, as the wafers had been removed from the guns, in view of an approaching shower. Farragut at once wrote to the Mayor, detailing the outrage and noticing the refusal to haul down the State flag, and notifying him to remove the women and children from the city within forty-eight hours, if his determination had been rightly understood. An insolent response was made to this notice, when Farragut again wrote, saying that the Mayor's letter was so offensive that all intercourse between them was at an end. He was further told that General Butler was close at hand with his forces, and would soon take possession of the city. In the meantime, the Union flag was to be displayed from the Custom House and all other ensigns to disappear. Captain Bell, at the head of a small force of marines, then proceeded to the Custom House, hauled down the Confederate flag, replacing it with the Stars and Stripes, and, after locking the building and carrying off the keys, again left the flag without a guard. But it was not again molested.

On the 28th of April Forts Jackson and St. Philip capitulated. Butler passed up the stream with his troops, and on the first of May took possession of the city, relieving Farragut from his dilemma.

Operations on the Mississippi.

After the forts and city had been fully occupied by the military forces, Farragut supervised several minor operations on the river above. Baton Rouge was taken possession of on May 7, and Natchez on May 12, and on May 18th the advance of the squadron arrived near Vicksburg, Farragut coming upon the scene a few days afterwards. On the nights of June 26-27, Porter's mortar fleet opened fire upon the town and a string of formiable batteries which lined the heights, and on the morning of June 28th the squadron made a move to pass the batteries, being supported by the mortar fleet, as below New Orleans. Farragut's flagship, the Hartford, with several other vessels, succeeded in passing the batteries, which extended a distance of three miles, in the face of a strong current, but no substantial benefit resulted, owing to there not being a sufficient land force to co-operate in the attack.

Having effected a junction with the Western gunboat flotilla of Flag-Officer Davis, Farragut started on an expedition up the Yazoo river on the morning of July 15. Near the mouth of this steamer he encountered the Rebel ram Arkansas, which, after a severe contest, succeeded in forcing her way through the united Federal fleet, and took refuge under the guns of Vicksburg. Farragut then determined upon again running the gauntlet of the batteries near Vicksburg, for the purpose of supporting the portion of his fleet which had remained below, and with the hope of destroying the ram Arkansas, in passing. He succeeded in getting below Vicksburg, with but little loss of life, but the darkness of the night prevented him from accomplishing the latter object. On the 28th of July, 1862, he arrived again at New Orleans, with the greater portion of his fleet, having been ordered by the Secretary of the Navy to proceed down the river before the water got too low to prevent his retreat. On the 14th of August he sailed again for Ship Island, and thus closed one of the grandest operations in naval history.

Appointed a Rear-Admiral.

On the 16th of July, 1862, Congress passed a law creating the additional ranks in the navy of Commodore and Rear-Admiral, and in August following Captain Farragut was promoted to the latter position, heading the list and ranking all the other officers in the navy. Previous to this, by recommendation of the President, he received the formal thanks of both houses of Congress.

The Gauntlet of Port Hudson, and its Capture.

The naval movements during the closing months of 1862 were not of a startling character, and Farragut had no opportunity, while engaged in the routine duty of directing the operations of his blockading fleet, to figure so prominently as he had done below New Orleans and in front of Vicksburg. When, however, in the latter part of January, 1863, the army of General Grant and the Mississippi flotilla, under Rear-Admiral Porter, commenced the siege of Vicksburg, Farragut was ordered to move up the river and open communication with these two commanders, who were operating above the town. On the night of March 14 he ran the gauntlet of the batteries at Port Hudson with his own staunch ship, the Hartford, and the Albatross, the Mississippi being destroyed and the remainder of the fleet driven back. Farragut's ship passed the batteries without difficulty, the gunboat Albatross lashed to her side. The smoke from the firing was so dense, however, that it obscured the outlines of the river, and impeded the operations of the vessels following in his wake. The Richmond, having received a shot through her steam-drum, dropped out of fire, with three of her crew killed and seven wounded. The Monongahela also dropped down the river and cast anchor. The gunboat Kineo, her propeller fouled by the hawser and with a shot through her rudder post, followed their example. So great, indeed, was the fire from the batteries that the destruction of the whole fleet appeared to be imminent. The Mississippi finally grounded, and her commander, Captain Smith, after destroying the engines, spiking the guns, and setting the vessel on fire, abandoned her with his officers and crew, and escaped to the opposite side of the river. The vessel soon drifted down the stream and exploded.

Once beyond Port Hudson, Farragut succeeded in approaching to within a short distance of Vicksburg. He then opened communication with the other Federal commanders across the Peninsula, after which he blockaded effectually the mouth of the Red river for several weeks, intercepting the supplies from Texas which were destined for the Rebel forces at Port Hudson and Vicksburg. Early in May, however, he was relieved from this duty by Rear-Admiral Porter, who had run the Vicksburg batteries with a portion of his fleet. He then returned to New Orleans by way of the Atchafalaya, and exercised the general direction of the naval operations against Port Hudson until its surrender, on July 8, immediately after the capitulation of Vicksburg. The Rebel position having been formally invested by General Banks, Farragut co-operated with him in the famous assault, on the 27th of May, upon the Rebel works. The attention of the enemy being mainly absorbed by the land attack, they sustained severe damage from Farragut's fleet, which rained upon their works a constant shower of shot and shell, after compelling them to abandon entirely their southernmost battery.

When the great river highway was thus finally thrown open, the entire control of the fleets operating upon the Western waters above New Orleans was turned over to Porter by Farragut, who still remained, however, in command of the Western Gulf Squadron until he was temporarily relieved, in July, by his second in command, Commodore Bell.

The Battle of Mobile Bay.

Early in 1864, Farragut, having resumed command of the Western Gulf Squadron, directed his attention to the fortifications guarding the entrance to Mobile Bay. The Rebels, under their shelter, had constructed several formidable iron-clads, with which they threatened to raise the blockade of the port. Having reconnoitred the approaches to the city, he offered, with the assistance of one or two iron-clads and a few thousand troops, to gain full possession of the Bay. Neither of these could at once be furnished, and so he was forced to content himself for several months with threatening demonstrations, although, as he confidentially informed the Navy Department, the issue would have been a doubtful one if the Rebel iron-clads had ventured out from behind the land works and attacked this wooden fleet.

In the latter part of July, at length, four monitors were added to his squadron, and on the morning of the 5th of August, the entire fleet, consisting of the four iron-clads and fourteen wooden ships, moved up the bay, two abreast and lashed together. Farragut was still on board his old flag-ship, the Hartford. History has already recorded that, in order to get an unobstructed view of the scene of operations, he caused himself to be lashed to the main-top on this memorable occasion, but the following is the origin of the story, as given by the Admiral himself when on his visit to San Francisco:—

"At the commencement of the battle in Mobile bay, for the purpose of obtaining the best view of the movements of the enemy and to better govern the fleet under my command, I got into the lower part of the rigging of the Hartford, just above what is known as the hammock-railing. As the smoke ascended from the heavy cannonading my view became more obscured, and I was compelled to ascend the rigging, gradually, until finally I got some little distance beneath the maintop. At this juncture, Captain Percival Drayton, my Fleet Captain, fearing, as he said, that I might fall overboard in case of being wounded, called one of the Quartermasters and cutting off a piece of the signal halyards (a small rope) ordered him to bring it up to me that I might render my position more secure. With this rope I attached myself to the rigging, but not near the masthead. The truth of the matter affords an evidence of how a well-told and plausible story, frequently repeated, becomes universally accepted as fact."

When the head of the floating column came abreast of Fort Morgan, the latter opened fire, and the action soon became general. But such a terrific and continuous broadside was poured into the forts that the Rebel gunners were soon driven from their positions. By 8 o'clock the whole column had passed Forts Morgan and Gaines, with no serious disaster beyond the loss of the monitor Tecumseh, through the bottom of which, just under the turret, a hole was blown by the explosion of a torpedo.

The Rebel fleet, consisting of the iron-clad ram Tennessee and three gunboats, were meanwhile pouring a terrific fire upon the Union vessels from their sheltered position under the guns of Fort Morgan. The Tennessee, during the passage of the forts, had made a dash at the advancing fleet, but soon returned to her place of security. After this abortive demonstration, Farragut thought that the Rebel vessels were determined not to risk close quarters, and hence ordered his fleet to cast off their couplings and come to anchor. The light draught gunboats were then entrusted with the task of destroying the Rebel gunboats, one of which was captured and another so seriously injured that she had to be destroyed.

When several of the larger vessels of his fleet were already at anchor, Farragut perceived, about nine o'clock, that the Tennessee was standing towards the Hartford. Of the encounter which followed, he has given the following account:—

"I was not long in comprehending his intentions to be the destruction of the flagship. The monitors, and such of the wooden vessels as I thought best adapted for the purpose, were immediately ordered to attack the ram, not only with their guns, but bows on at full speed, and then began one of the fiercest naval combats on record. The Monongahela, Commander Strong, was the first vessel that struck her, and in doing so carried away his own iron prow, together with the cutwater, without apparently doing her adversary much injury. The Lackawanna, Captain Marchand, was the next vessel to strike her, which she did at full speed; but though her stem was cut and crushed to the plank ends for the distance of three feet above the water's edge to five feet below, the only perceptible effect on the ram was to give her a heavy lift. The Hartford was the third vessel which struck her, but, as the Tennessee quickly shifted her helm, the blow was a glancing one, and as she rasped along our side, we poured our whole port broadside of 9-inch solid shot within ten feet of her casemate. The monitors worked slowly, but delivered their fire as opportunity offered. The Chickasaw succeeded in getting under her stern, and a 15-inch shot from the Manhattan broke through her iron plating and heavy wooden backing, though the missile itself did not enter the vessel. Immediately after the collision with the flagship, I directed Captain Drayton to bear down for the ram again. He was doing so at full speed when, unfortunately, the Lackawanna run into the Hartford just forward of the mizzenmast, cutting her down within two feet of the water's edge. We soon got clear again, however, and were fast approaching our adversary, when she struck her colors and ran up the white flag.

"She was at this time sore beset; the Chickasaw was pounding away at her stern, the Ossipee was approaching her at full speed, and the Monongahela, Lackawanna, and this ship were bearing down upon her, determined upon her destruction. Her smoke-stack had been shot away, her steering chains were gone, compelling a resort to her relieving tackles, and several of her port-shutters were jammed. Indeed, from the time the Hartford struck her until her surrender, she never fired a gun. As the Ossipee, Commander Le Roy, was about to strike her, she hoisted the white flag, and that vessel immediately stopped her engine, though not in time to avoid a glancing blow. During this contest with the Rebel gunboats and the ram Tennessee, and which terminated by her surrender at 10 o'clock, we lost many more men than from the fire of the batteries of Fort Morgan."

The casualties sustained by Farragut's fleet during this entire contest, exclusive of the losses on board of the sunken Tecumseh, were 52 men killed and 170 wounded. Of the Tecumseh's officers and crew, all were drowned save four officers and seventeen men, and four men who swam ashore and were made prisoners. Admiral Buchanan, the Rebel commander, who was on board the Tennessee, lost a leg, and ten or twelve of his crew were killed, while 20 of his officers and about 170 men were made prisoners, in addition to the 90 officers and men captured on the Rebel gunboat Selma.

Fort Powell, one of the minor defenses of the Rebels, was blown up by them on the evening of the day of the battle; Fort Gaines, with its garrison of 818 men, was forced to surrender unconditionally on the 7th, after being besieged jointly by the Admiral's fleet and a land force under General Granger; and on the 22d siege was laid to Fort Morgan, which capitulated on the following day, but not until General Page, the commander, had, with what Farragut called "childish spitefulness," destroyed many of the guns and other property.

Appointed Vice-Admiral and Admiral.

Towards the close of the year 1864, Farragut was relieved of the command of the Western Gulf Squadron, by Acting Rear-Admiral Thatcher. No other noticeable event marked his career during the remaining months of the war. He was tendered the chief command of the squadron which was sent against Fort Fisher, but, on account of his failing health, which had been undermined by the severity of the Southern climate and the arduous nature of his previous labors, he asked to be excused from this final service, and his request was cheerfully complied with. He had certainly gained the right to a season of repose, for he had done his full share towards maintaining the honor of the flag and the integrity of the country, and by his invaluable services had attained a place in the hearts of the people by the side of Grant and Sherman. Congress, immediately on assembling in December, proceeded to tender him a suitable reward. A bill was passed by both houses creating the office of Vice-Admiral, which received the signature of President Lincoln, who immediately nominated Farragut to this elevated rank. His name was sent to the Senate on the very day that the bill became a law December 21, 1864, and that body, without making the usual reference to a committee, unanimously ratified the appointment. His subsequent appointment to the still higher grade of Admiral was another fitting recognition of the magnitude of his public services. The office was created by an act of Congress approved July 25, 1866, the same day on which the bill creating the office of General of the Army became a law, and, as in the case of the latter, the action of Congress was dictated by the desire to express the gratitude of the country in an unmistakable manner.

A Visit to Norfolk.

In April, 1865, Farragut revisited Norfolk for the first time since he had left it in 1861, and was received with an address of welcome from a committee of the Loyal League of that city. In his reply to their congratulations he made the following pertinent remarks concerning his own share in the Rebellion:—

"I was unwilling to believe that this difficulty would not have been settled; but it was all in vain, and, as every man must do in a revolution, as he puts his foot down so it marks his life; so it has pleased God to protect me thus far, and make me somewhat instrumental in dealing heavy blows at the Rebellion. I have been nothing more than an instrument in the hands of God, well supported by officers and men, who have done their duty faithfully."

His European Ovation.

The first duty upon which Farragut was detailed, after attaining the rank of full Admiral, was the command of the European squadron, to which he was ordered on the 6th of June, 1867. While holding this command he made a tour of the European ports, being everywhere tendered a literal ovation which is without a parallel in naval history. During the summer he visited in succession the principal ports of France, Russia, Sweden, Denmark, England, and Spain, passing the greater part of August in Russian waters, and arriving at Lisbon on the 28th of October. His reception during this tour was of the most cordial and enthusiastic character, but was destined to be eclipsed by the grand ovation upon which he was about to enter.

Leaving Lisbon in November, 1867, after having been received by the King and royal family of Portugal, he proceeded along the coasts of Spain, France, and Italy, touching at the ports of Gibraltar, Carthagena, Toulon, Villefranche, and Spezia.

At Madrid the Queen and King-Consort treated him with distinguished consideration, and during his subsequent travels each village in Minorca welcomed him as a descendant of one of their ancient families. King Victor Emanuel entertained him at his palace in Florence; the Pope gave him an audience at Rome, while the public-spirited citizens of Venice, Genoa, and Naples vied with each other in their considerate attentions. His departure from Malta, on the 12th of April, accompanied by the Ticonderoga and Frolic, was the occasion of an unusual naval compliment, given by Vice-Admiral Paget, commanding the British fleet in the Mediterranean. The entire fleet, headed by the flag-ship Caledonia, passed close alongside the American squadron, the crews manning the rigging and cheering, and the bands playing "Hail Columbia." Admiral Paget then hoisted the "Stars and Stripes" at the main and fired a salute of seventeen guns, to which suitable returns were made, and "God Save the Queen" given by the band.

Admiral Farragut sailed to Holland by way of Lisbon, dined with King Leopold at Brussels, and soon after welcomed the royal guests on board the Franklin at Ostend. At Southampton the Franklin was anchored, while a two months' tour was made through the naval establishments of London, York, Newcastle, Edinburgh, and Glasgow. He rejoined the Franklin in July, received an official visit from the Duke of Edinburgh, captain of the Galatea, on the 10th, and two days after dined with him and other distinguished persons. The Prince of Wales and the Duke visited the Franklin on the 14th, and three days afterwards Admiral Farragut called on Queen Victoria at Osborn House.

After a visit from the corporate authorities of Southampton, the Franklin sailed on July 19th and arrived at Syra on the 4th of August. Transferring his broad pennant to the Frolic, Admiral Farragut sailed for the Dardanelles, and having received the rare honor of a firman from the Sultan, anchored in the Bosphorus on the 8th. Accompanied by a large number of his naval officers, he was received by the Sultan, Abdul Azis, in his palace on the Asiatic shore, on the 13th, and subsequently called on the visiting Viceroy of Egypt. After several days' delay, by authority of a new firman anchor was dropped directly off Constantinople on the 21st, whereupon courtesies were tendered by the Grand Vizier and others high in authority.

He left the Bosphorus on the 29th, and anchored in the noted harbor of Piræus, Greece, on the last day of August. At Athens he was presented to the King and Queen, and, by special invitation, attended the baptism of the young prince and also a banquet at the palace. The visit was returned by the King and royal family, with their court suites, the Greek officials, and the diplomatic corps.

On the 10th of September the Admiral left Piræus, and on his arrival off Trieste received official calls and other courtesies. Thence, homeward bound, he sailed on the 27th, anchored off Gibraltar October 9, left for New York on the 18th, and was welcomed home by the glad clangor of bells and guns, and plaudits of his gratified countrymen, on the 10th of November. Throughout his entire tour, Admiral Farragut represented his country and Government with a courteous skill worthy of all commendation, and received the trying honors heaped upon him with a modesty of demeanor only equalled by his indomitable valor.

His Last Days.

On returning from his European command Admiral Farragut passed the winter of 1868-69 in repose, residing the greater part of the time in New York city. In the summer he started on a tour across the continent by way of the Pacific Railroad, being everywhere received with the greatest enthusiasm. On his arrival at Chicago in the latter part of September, 1869, while on his homeward journey, he was prostrated by a severe illness, aggravated by a cold which he caught while taking a pleasure trip on Lake Michigan. From this illness he never fully recovered, although early in November he had recovered sufficiently to start on his homeward jour-

(Continued on the Fifth Page.)

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE SHAME AND THE GLORY OF THE WAR.

From the N. Y. Herald.

"The judgment of the Almighty and of men," says King William of Prussia, "falls on him who forces into wars of devastation two great and peaceful races living in the very centre of Europe." These are memorable words, which will bear frequent repetition. Whether they fully apply to the Emperor Napoleon III of France or to the pretended statesmen behind his throne, who insisted upon war and claimed that it alone could "crown the edifice" of imperial glory, matters little so far as the point and truth of the lesson are concerned. The invocation of Divine resentment and of human disapproval is just, wherever the answer to this solemn appeal may have already fallen or yet may fall. All who provoke or precipitate war, especially in the very midst of peaceful communities, are amenable to the one grand rule—they are conspirators against the happiness of humanity and rebels to the law of God.

Let us transfer ourselves for a moment to the extreme frontier of France, on the little river Saar, and close to the main line of operations selected by the French and Prussian armies. We will put the date at the 16th of July, or less than one brief month ago. We are at the inn door of the small town of Sarreguemines, looking out beyond the slender stream that separates us from Prussian soil. The Saar winds placidly between its low, flat banks, and "disappears gracefully," says the French correspondent, whose eyes we borrow for the occasion, "behind a screen of poplars." On the other side is a neat little cottage home, with white curtains and yellow blinds at the windows, and in the tiny garden that slopes down to the river side a peasant saunters quietly, pipe in mouth, caressing his dog, who gambols beside him. Peeping over the green top of a gentle acclivity is the sharp spire of a small village church. Near by is a wide field of waving grain, and on the rustic road that descends to the edge of the Saar is a hay wagon of quaint construction, drawn lazily by four sleek oxen. The driver, in a blouse and pantaloons of coarse linen, his brows screened with a straw hat, lazily swings his ox-goad and hums a country song of the Fatherland. Suddenly the scene is enlivened by a group of chubby, flaxen-haired children, who emerge from the cottage and clatter down the garden walk, the youngest clinging to the hand of an elder sister, herself not six years old. A grim Zouave who is near us on the French bank leans against the vine-covered doorpost of the inn where we are standing and involuntarily smiles as he looks out upon this pastoral little picture in an enemy's country. An enemy? Poor little home on the verdant slope on the farther bank—does it shelter enemies? And those humble peasants, all unconscious of the wrong that even now holds murder and ruin over their heads; those playful children, laughing in the sunshine, are they also to be the victims of the infernal orgie which madmen call "glorious war?" Even so. Behind yon green meadows, and poplars, and waving grainfields lies the gathering might of an indignant nation, while here are concentrating the martial terrors of an empire famous for its fearful energy in warfare. A few days more and all this peaceful scene will have disappeared; these banks will be stained with human blood; fire and havoc will have scattered forever that humble home and its helpless occupants—the peasant and his little ones—and all that makes the domestic groups at which we now gaze so charming, even in their unpretending humbleness, to the true heart.

Yet this is no mere fancy sketch. Such is an accurate portrayal, although feebly given, of just the scenes that were witnessed, only the other day, along the streams and in the smiling valleys that unite, not separate, the "fair land of France" and thrifty, hard-working Rhenish Prussia and Bavaria. All who have travelled in that fine agricultural region will recall them, with a sigh of regret, as among the most pleasing of the pictures with which real experience or rural description may have stored their memories. When we reflect, then, that it is to this profound peace "in the very centre of Europe"—to thousands of humble and happy homes like this, to whole regions of cultivated country, that the horrible iniquity of sudden war is bringing "the blackness of darkness," with desolation, moaning and death; when to this we conjure up the vision of penury among the workmen and their families in the crowded towns; the vice and degradation that follow it; the bereaved and broken hearts; the widowhood and worse; the orphanage, the beggary, the open and ferocious crime—in fine, the endless miseries that must inevitably follow close upon the march and countermarch of armies that massacre each other in the harvest fields and by the very hearthstones and in the shadow of church steeples which mark the abode of Europe's most dense and alas! most Christian population—what voice, could it be heard over the whole vast circuit of the universe, would be loud enough to denounce befittingly the shame and the horror of this outrage against God and man which rulers make who "batten like butchers' dogs upon the garbage of the shambles while the slaughter of the good and brave goes on around them?"

But we may still fervently offer up heartfelt thanks that just in proportion to the fury of this riot of evil the better angel of humanity puts forth a stronger effort. The courage, the devotion, the self-sacrifice, the numberless exalted and manly traits that this stern alarum of war thrills into revivified energy are partly a silver-lining to the cloud, dark and heavy as it is. If the flower of France and Germany be led away from home and kindred and the gentle works of peace, they go forth singing of God and Fatherland. The French soldier, chanting the noble words, "Mourir pour la patrie!" is answered by the grand old hymn, "Ein feste burg ist unser Gott!" And the tears that either host might shed when the battle is over for their comrades slain are less bitter when the proud response to roll-call is heard along the line, "Dead on the field of honor!" for those whom the bugle can summon no more. Strange contradiction of our human nature that puts the sublimest of our inspirations to the paltriest uses of ambition and places the heroes of our species as superserviceable tools in the hands of tyranny and intrigue! But there are other beautiful incidents that redeem some of the grosser horrors of war, and these are becoming, we are most glad to say, especially conspicuous in the present conflict. These have to do with that sweet charity which covereth a multitude of sins—the gallant consideration shown to prisoners taken on either side, the tender care of the sick and wounded, the timely and becoming burial of the dead. As the captured French of Wissembourg passed through the German towns toward Berlin, the populace of all ages and classes came forth to offer them rest and bread and wine, and many a fierce Turco and scarred Zouave wrung the hand of the poor Prussian peasant who saluted him with a kindly word and gave him a bite or sup, although 'twas in a "hostile" tongue and in the "enemy's" land. On the battle field of Woerth, almost ere the smoke began to clear away, the white badges of the surgeons and nurses, authorized by the International Convention at Geneva, were seen moving about the heaps of dead and dying. But everywhere, all over Europe and America, the angelic hand of woman is stretched forth to aid and save. With them—mourning mothers, sisters, and wives, as thousands of them soon may be, or, perchance, are now, even while we write—there is no distinction of cause or nationality. The Empress Eugenie and the Queen of Prussia alike have hastened to the blessed work, and every day adds to the army of those who, amid all this frightful evil, go about doing good. With such manifestations of the boundless good that still exists, humanity may still believe that, as the darkest hour precedes the dawn, so will the very enormities of this most cruel, most needless, and, therefore, most wicked war of all, be the last dreadful convulsion needed to disgust mankind with international murder, and usher in the auspicious hour when all this gallantry, all this genius, all this love of country, all this endurance, all this tenderness and charity, shall attain their loftiest development in arts and works which shall bear no stain of tears or blood, but shall be indeed the glory and not the shame of humanity.

THE NOSE AND THUMB OF MR. FISK, JR.

From the N. Y. Tribune.

We have never thought that the position of the President of the U. S. A. was such a sweet boon as to be much desired by anybody with reasonable funds in his pocket, a roof over his head, and opportunities of usefulness in a private station. Looking back, it seems to us that the lives of the Presidents have not been what Mr. Cosey would call "comfortable." The great and good George Washington was so slandered that an equanimity less than his would have been seriously disturbed. John Adams was turned out at the end of his first term, greatly to the wrath of that volcanically irascible gentleman. For eight years the Federalists stuck pins into Mr. Jefferson' Then Mr. Madison was treated in the same way. Only Mr. Monroe had a comparatively quiet time of it. How the younger Adams was maligned, and caricatured, and libelled, and finally ousted by General Jackson, we need not relate. His successor was always in hot water and always swearing and being sworn at. Mr. Van Buren experienced the fate of Mr. J. Q. Adams. General Harrison was hardly President at all. John Tyler made a miserable muddle and mess of it; ditto, Polk; ditto, Fillmore, after General Taylor had died in office; ditto, Pierce; double ditto, Buchanan. Mr. Lincoln must have found, during his administration, cause for the greatest anxiety which could afflict and distract a public man. Over the scandal of Andy Johnson's Presidential life, let us, with many blushes, draw a vail. And now, General Grant has been so eminently unfortunate as to incur the personal wrath of James Fisk, Jr.!

This we may well consider to be a climax and a crusher. What was the hostility of Jefferson to Washington and Adams, of Nicholas Biddle to General Jackson, of half a Senate to Van Buren, of all the Confederates to Mr. Lincoln, compared with the ferocity of the Monarch of Long Branch, as displayed when His Monetary Majesty, James the Pecunious, dressed "in velvet and duck," and sitting in his chariot behind many horses, met poor General Grant at Long Branch aforesaid; and, to prove his deep detestation, "put his thumb to his nose?" This is what the correspondent of a Western paper says that the Junior Fisk did "to show his malignity." It was not enough that the Emperor of Steamboats should make the President pay his passage like any other man; it was not enough that he should have a whole regiment of retainers at his command, every beggar and blackguard of them all ready to cast contumely upon General Grant; but he must, this dreadful Fisk, put his thumb, upon meeting General Grant, to his royal nose. One is anxious to know what kind of a nose it is—is it sternly Roman or delicately Grecian? does it turn up or droop? or is it the kind of nose known as the bottle-nose? But whatever its shape, its length, or shortness, whether it be aquiline or snub, it is, we suppose, a nose capable of being pulled, and quite likely to be pulled under all circumstances, though such violence we deprecate. General Jackson's nose was tweaked, and General Fisk's nose may be, though we hope not. It may be broken, put out of joint, ignominiously flattened, ungracefully turned from the centre upon which it is planted, to the right or to the left. It may be so disarranged that in attempting to follow it Mr. Fisk, Jr., may be unable to walk after a rectilinear fashion. It may be so damaged as to possess no longer the power of sniffing the breezes of Long Branch or of smelling a change on 'Change. We beg Mr. Fisk to be cautious of his nose. He may carry his thumb to it once too often. Others may not exhibit the self-command of General Grant, and Mr. Fisk, without any nose at all, would be a spectacle for the pitiful gods and for weeping men.

Moreover, we wish that King Fisk, Jr., would be a little less haughty, for greater monarchs than he have "fallen, fallen, fallen" from their high estate; other sovereigns have come to beg in the street like Belisarius; King Midas, who was richer than King James the First of Long Branch, by his audacity, got a pair of asses' ears which were not ornamental; and the majestic Midas was in the gold business himself. At present, the greatness of Mr. F., Jr., is unquestionable; his name is a household word in the mouth of the land; he has thousands of paragraphs about his horses and himself, his clothes, and his domestic arrangements, in all the newspapers; but does he remember Cardinal Wolsey's rather lugubrious confession of the precarious nature of prosperity:

"Farewell, a long farewell, to all my greatness!
This is the state of man: to-day he puts forth
The tender leaves of hope; to-morrow blossoms,
And bears his blushing honors thick upon him:
The third day comes a frost, a killing frost;
And—when he thinks, good easy man, full surely
His greatness is a ripening—nips his root
And then he falls, as Fisk may."

—Prudence, moderation, modesty, good manners, Mr. Fisk, Jr., and, above all, don't carry your thumb too often to your nose.

THE NAVAL SIDE OF THE WAR.

From the London Spectator.

The French have forty-five ironclads afloat, and the Prussians six. Such is the essence of many statements about the maritime preponderance of France over Prussia. Apparently nothing more should be needed to show that France may work her will at sea and on the coast of North Germany, confining the German fleet to its harbors, attacking the coast fortifications, and landing hostile expeditions at any suitable points that may be found. And, in fact, most magnificent naval projects are attributed to France. Large Prussian forces are to be kept occupied by harassing coast attacks; nay, a French army is to be landed in the Baltic and march on Berlin, while the Prussian legions on the Rhine are vainly trying to arrest the onset of the main army of France. From the first outbreak of the war such has been the common report of the daily papers, and it finds a good deal of credence, the French assumption of superiority imposing itself even more in naval matters than it did at first with respect to the campaign on land. But we confess we are disposed to receive with some skepticism the accounts of what the French will achieve in this war at sea. Granting that the German fleet will be shut up in its ports, it does not follow that the French navy can inflict any vital injury on Prussia.

The coast of the North-German Confederation to the North Sea is, we believe, almost too difficult for practical approach, and all accounts agree that the French will prefer to operate in the Baltic. Now, our own experience in the Crimean war might have shown that fleets can be sent to the Baltic without hurting an enemy much. That sea is not a comfortable one for hostile occupation, nor are its coasts easily accessible. No doubt the country against which the French are now fighting is not the antagonist of 1855, but the Baltic coast of Prussia is not much more inviting than that of its northern neighbor, and its great harbors and coast fortresses—Kiel, Stralsund, Stettin, Dantzig, Konigsberg—if not fortified like Cronstadt, are at least strongly fortified, and likely to show some fight before they are occupied. The idle promenade of a French fleet in the Baltic is quite conceivable, assuming that it has nothing whatever to apprehend from a hostile fleet; but "harassing coast attacks," and the reduction of coast fortresses, however much they may be indulged in, would in no respect be vital in a war like the present. What need Germany care, if she neglects them all and manages to win on the Rhine? Such attacks could be made serious after Prussia was greatly worsted on the Rhine—if one army after another was put *hors de combat*, and the defeated wrecks were vainly opposing a grand French advance to Berlin; but in such a case they would hardly be needed to put a fininishing stroke to the campaign, for the line of the Rhine once gained all Germany is open to the French. Again, if anything more than a coast attack is ventured on, if a serious invasion of Germany is contemplated, then the task is itself so formidable, even if wholly unopposed by sea, that we confess to some doubts of the ability of France to accomplish it. An army of 100,000 men at least would be needed to hold its own, and push its way into the interior, under the necessary condition that the Prussians will have more than equal numbers to meet it, while leaving more than equal numbers to oppose French troops on the Rhine. Do people conceive what a task it would be to transport half that number a week's sail from France and keep them supplied in the face of an enemy like Prussia? Suppose a good fortified port on the Baltic to be captured, which would be an essential condition of success very difficult to fulfil, where is France to get the transports? People seldom realize what such expeditions are. Perhaps forty or fifty big steamers could carry all the men, but cavalry, artillery, baggage trains, ammunition, provisions—all essential to the very start of an army in an enemy's country—take up an immense space.

To transport the *English* army from the Turkish coast to the Crimea—less than 30,000 men, including only *one* thousand cavalry, and without sufficient means for land transport on arrival—no fewer than 150 large ships were necessary. At least four times that number would be required for a fully-equipped army of 100,000 men, and France has only 400 ships in her marine altogether—fighting ships, transports, coasting vessels, and everything told. The expedition, it is said, will be conveyed in separate trips, but really such nonsense should not be talked. No general would risk an army on a hostile coast without the means of bringing it all away together; and if this were not so, how is the expedition to get a footing in a country so intersected by railways as Prussia, unless the landing is made in full force? We do not predict what will happen. France may know of some easily acquired harbor in the Baltic which can be quickly seized and fortified, may be able to send an army of invasion there by degrees, may then advance in such force as to threaten the heart of Prussia; but the enterprise would be perilous in the last degree, would break down with the least hitch, and might easily prove calamitous to France, with a Prussian army pushing its way to Paris. Fancy the commotion in France in that event, with a large French army in the Baltic that could only be brought home by degrees.

But if we look more closely into the matter, we doubt whether there is sufficient cause for leaving the Prussian navy out of account. There is a great disparity of force, but what Prussia has got is reputed of excellent quality, and in the actual circumstances of naval warfare we think it is conceivable that the possibility of having the Prussian fleet on his hands would affect any projects which the French naval commander may propose. The really important parts of the two fleets to notice are the iron-clad ships, and under the condition that the Prussians will be fighting off their own coasts, the proportion of 45 French to 6 Prussian iron-clads with which we started is very seriously affected. According to the French official account in the last annual "Expose de la Situation de l'Empire," France has now the following iron-clads in readiness, or nearly so:—

1. Ships of the first class—armored ships and frigates	18
2. Armored corvettes	8
3. Armored "garde-cotes"	4
4. Armored floating batteries	15
Total	45

But only the first and second classes of these 45 ships are seagoing, that is, 26 out of the 45. At the outside, without retaining a single seagoing ironclad in reserve, the French must fight the battle in the Baltic with 26 and not 45 ironclads. The disproportion to the Prussian fleet would still be enormous, if the vessels in each fleet are of equal quality, and Prussia has nothing else to aid her in a hard fight, but such are not the actual conditions. Prussia has 22 gunboats, six of which are reported to be armored, swift sailers, and each equipped with two of Krupp's heavy guns. These will be available for home defense, with home ports at hand to run into. In regard to quality, it is more difficult to arrive at any trustworthy result, but there is at least room for suspecting that the Prussian ships are above the French average. Assertions are made in some competent quarters as to the inferiority of French ordnance, although we observe in the official *Expose* we have quoted the statement that all the ironclads are now armed with nine-inch guns. But whether French ordnance is equal or not, Prussian ordnance is certainly of the most formidable description known, as is evident from the tonnage of the ships and number of guns. The well-known Konig Wilhelm, of 6000 tons burthen, carries four 600-pounders and twenty-four 300-pounders—a tremendous armament; while her consorts, the Friedrich Carl and the Kronprinz—the one 4000 tons, the other 3400—each carry sixteen heavy guns. The other ships, are smaller, and carry three or four heavy guns apiece. But if the French ships are not inferior in guns, there are other points on which there seems less doubt of their inferiority. The majority of them are of an early type, inferior to our Warrior and Black Prince; whereas the Prussian are all of the latest type for strength and heaviness of plating, and ere none of them wooden ships cut down, as many of the French are. It is all but certain that the French have no single ship equal to the Konig Wilhelm, their most formidable vessel being the American Dunderberg, which has not answered their expectations. The average speed of the French vessels is, again, rather inferior to the Prussian. If there is any truth in these facts, we should think it a safe conclusion that the French fleet in the Baltic may not in all circumstances have things all its own way—that there is a chance of the Prussian fleet hindering it a good deal. Whatever the inequalities may be, if the Prussian fleet happens to have fair play, it may not be easily driven from the seas. It may return to the charge again and again, gaining one slight conquest after another, till it may even dispute the mastery of its own seas with the enemy. What is still more important, if the French fleet should try any difficult enterprise, such as attacking a strong fortress, and sustain the usual injuries, or if a tempest should damage it, the Prussian fleet, issuing from its safe harbor of Kiel, would have a splendid opening for attack. Certainly the mere existence of such a fleet should be enough to make French generals and admirals cautious in invading Prussia on a grand scale, even if they had the transports to do so.

It is a logical conclusion from what we have written, that even a Prussian victory over the French fleet would be far from unintelligible. But that ought not to supprise us. In the present transitional stage of naval architecture and equipment, a single feature of marked superiority on one side may be sufficient to ensure the most decisive victory. The Merrimac, though a poor enough ironclad, could do what it liked with the wooden fleet of the North, but was immediately checked by an ironclad of a different type. It is barely possible that the Prussian fleet, having some such superiority, may hold at bay and finally overcome the much greater numbers of its enemies. We do not anticipate this, for the French have several first-class ships, and their overwhelming superiority in wooden ships, of which we have not spoken at all, should also stand them in good stead—such vessels being of some use in the thick of a hot fight, as the engagements of Mobile Harbor and Lissa have proved. All we wish to maintain at present is, that the naval contest may turn out to be one of a most interesting character, and that the ready belief in the French naval operations doing much harm to Prussia is far from having a good foundation.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE STATE OF PENNSYLVANIA BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to ten million dollars.

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5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SOUTHWARK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE IRON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
8 25 WAREROOMS, No. 610 ARCH Street.

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
112 No. 706 CHESNUT Street.

REAL ESTATE AT AUCTION.

TRUSTEES' SALE
OF
ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers,

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¾ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46¾ degrees west 102 1-10 perches, to stone; thence south 44¾ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¾ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¾ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¾ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93½ perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98½ perches, to a post; thence by land of Philip Martz, north 70½ degrees east, 89½ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 28, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS,
JAMES T. YOUNG,
ENOCH LEWIS,
Trustees.
M. THOMAS & SONS,
6 27 mth 1827 Auctioneers.



The most durable Green will not fade, is brighter color costs less than any other because it will paint twice as much surface, ground pure only by the manufacturers Sold by all paint dealers. Office, 127 N. 4th St.

REAL ESTATE AT AUCTION.

NOTICE.

By virtue and in execution of the powers contained in a Mortgage executed by

THE CENTRAL PASSENGER RAILWAY COMPANY

of the city of Philadelphia, bearing date the eighteenth day of April, 1868, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said mortgage

WILL SELL AT PUBLIC AUCTION,

at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, Auctioneers,

at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a Ground Rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with heating pipes, &c. Each will seat thirty passengers, and has power sufficient to draw two extra cars.

NOTE.—These cars are now in the custody of Messrs. Grice & Long, at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, amounted to $600.

No 5. The whole road, plank road, and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2, and 3,) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4,) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the abovementioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER,
8 13 6it W. W. LONGSTRETH, } Trustees.

ROOFING.

PHILADELPHIA
Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,
7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON,
9 17 1 No. 711 N. NINTH St., above Coates.

HAIR CURLERS.

THE HYPERION
HAIR CURLERS,
AN INDISPENSABLE ARTICLE FOR THE LADIES
(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by

McMILLAN & CO.,
8 25 6m No. 63 North FRONT Street, Philadelphia.
Sold at all Dry Goods, Trimming and Notion Stores.

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

NEWS SUMMARY.

City Affairs.

—A few minutes past 8 o'clock last evening a fire broke out in the engine room of the brew-house attached to the brewery of Bergdoll & Psotta, Twenty-ninth and Brown streets. The building, which was of brick, had a frontage of 75 feet and a depth of 114 feet. Nothwithstanding the efforts of the firemen to subdue the flames they spread rapidly, and in a short time the entire structure was consumed. In the building destroyed were 3000 bushels of malt and 35 bales of hops. This, of course, is a total loss, and when the expensive machinery necessary to the carrying on of the brewing business is taken into consideration, the loss will probably reach $60,000. This is believed to be fully insured. Two members of the Tivoli Hose were nearly suffocated by the smoke, and narrowly escaped death by leaping from the fourth story to a small shed below. A member of the Spring Garden Hose, named John Power, was also overcome by the heat.

—Dr. Taylor, physician at the Municipal Hospital, has been appointed physician at the Lazaretto, in the place of Dr. Thompson, deceased.

—A man calling himself Joseph Clark was left in charge of the stables of Lafayette Horten, at Fairmount Park, on Saturday morning. During the morning a man stopped to put up his horse, and handed him a five dollar note to take out the keep of the horse, when the fellow cleared out with the money. Yesterday afternoon a man was caught hurling stones at the Reading Railroad cars, and was taken before Alderman Alexander, where he gave the name of John Trexler. Captain Chasteau, of the Park Police, hearing of the arrest, identified him as Clark, who had stolen the $5 bill. It is alleged that Trexler is the same person who was convicted and served out a term for the offense of obtaining money from soldiers' widows, under the pretext that he was an agent for a benevolent society, and would send them coal, flour, coffee, etc., on their paying the cartage.

—Yesterday afternoon an adjourned meeting of the conductors of steam railroads centring in this city was held at No. 747 South Twentieth street, Mr. John T. West in the chair. In the absence of the regular Secretary, Mr. H. H. Newman acted in that capacity. The meeting was called for the purpose of making the necessary arrangements for the reception of delegates to the International Convention, to be held in this city in October next. After the transaction of some business of a private nature, the meeting adjourned to meet some future day.

—Late on Saturday night an attempt was made to break into the store of Messrs. Smith & Riley, at the northeast corner of Eighth and Jayne streets, which was frustrated by special officer Merito, at the very moment the entry was being effected. Several suspicious looking fellows had been seen in the neighborhood an hour or two previously, and a watch kept upon them, but they finally were lost sight of. Near eleven o'clock the attention of the officer named was attracted to the rear of the store referred to by a man jumping from the wall enclosing it, and, when he gave chase, the burglar dropped a jimmy. An examination of the premises showed that an instrument had been used upon the rear basement door, for, besides numerous marks upon it, some of the fastenings had been pried off.

—Last evening, about seven o'clock, Mary Short, nine years of age, residing at Second and Fitler streets, had a foot crushed while playing with the turn-table at the North Pennsylvania Railroad Depot. She was removed to her home.

—The Coroner was notified last evening to hold an inquest at the residence of Mrs. Temple, Front street, above Coates, on the body of her daughter, who was drowned at Green street wharf in the afternoon.

Domestic Affairs.

—Gold closed on Saturday at 117⅛.

—Church Howe will receive the Republican nomination for delegate to Congress from Utah.

—Several national banks will be authorized to commence operations under the new law this week.

—Governor Holden, of North Carolina, it is said, will surrender the prisoners held by him at Yanceyville to Judge Brooks. An injunction, restraining the State Treasurer from paying Holden's troops, is to be taken out.

—Secretary Boutwell addressed the Shoe and Leather Dealers' Association, in Boston, on Saturday, advocating a policy that would break up England's iron steamship monopoly, the reduction of the debt by fifty millions annually, and the funding of the debt at a low rate of interest.

MASSACRED BY INDIANS.

An Attack on Stages in Nevada—Two of Duprez & Benedict's Minstrel Troupe Missing—Three Others Wounded.

ELKO, Nev., Aug. 6, 1870.—Three coaches of Wells, Fargo & Co., when about eight miles from Hastings' Pass, *en route* for Austin, were stopped to-day by a party of Indians, numbering eighteen or twenty. Three passengers were killed, and the driver and several others severely wounded. Among the passengers were members of a troupe from the East—Duprez & Benedict's—who were to open to-night at Austin. Mr. Charles Reynolds was wounded in the foot, and is now in town, and is not expected to recover. Mr. Duprez is lying at Pleasant Valley, six miles from here. Two of the troupe are missing. I could not ascertain their names. The killed were a Mr. Nicholson, a miner, Mr. Heinrich, and Mr. Dougherty. The attack is supposed to have been made by white men disguised by Indians, but I doubt it, as the Indians are quite troublesome about here.

Mr. Jarvis, the business agent of the firm in Philadelphia, telegraphed several times during the day to San Francisco and other points for further information, but was unable to get a satisfactory reply. The troupe left Salt Lake City, on their way to San Francisco, at midnight of August 2, having taken in their last night over $925; and it is presumed, as Austin was not on their projected route, that inducements were held out for them to go there. Mr. Nicholson, one of the killed, was not a miner, but one of the troupe, having joined at Detroit. The following persons composed the party that left Salt Lake, Mrs. C. H. Duprez also being with them:—

Charles H. Duprez, E. M. Duprez, Lew Benedict, Hughey Dougherty, Charley Reynolds, Gonsalvo Bishop, Frank Dumont, Charley Gleason, J. L. Woolsey, Frank Kent, Justine Robinson, J. Fox, W. Ward, James Koehl, Kilian Jordan, Fred. Heinrich, J. J. Joell, Fred B. Naylor, A. Bergeron, D. S. Vernon, John McCourt, Charles Koehl, Charles H. Keeshin.

Mr. Frank B. Cilley, the agent, left the company at Salt Lake, and proceeded to San Francisco, to take charge of the California Theatre in that city. It is believed that Mr. Duprez had with him some $30,000, funds taken with him for expenses and receipts on the way.

THE WAR.

LAST NIGHT'S DESPATCHES.

The French Flying Before the Foe—The Evacuation of Nancy—Metz in a Critical Position—The Prussians Nearing Paris.

LONDON, Aug. 13.—The King of Prussia has issued a proclamation at St. Avold, in which he declares military conscription abolished in all French territory occupied by German troops.

He adds that Frenchmen in Germany need not be uneasy. They shall, in common with all mankind, be convinced that Germany move at the head of civilization.

LONDON, Aug. 14.—Advices from Metz state that the French army had been withdrawn to the west bank of the Moselle. McMahon is at Troul, twelve miles west of Nancy.

The evacuation of Metz is considered certain.

The Prussians count on starving out the defenders of Strasburg without recourse to bombardment.

A despatch from Nancy, via Berlin, dated last night, says a French battalion moving toward Metz was encountered in the morning, on the railway near Pont-a-Mousson, and retreated, leaving its baggage train in the hands of the Prussians.

The Prussians have occupied Nancy, which had been evacuated by the French. The Prussian cavalry has destroyed a portion of the railway between Frouard and Paris, cutting off supplies and forage for the French troops sheltered under the glacis of Metz.

LONDON, Aug. 14.—The Emperor Napoleon's retreat from Metz is fully confirmed.

LONDON, August 14.—A special despatch from Haguenau, dated to-day, says that MacMahon's army evacuated Nancy yesterday on the approach of the Crown Prince's army and retreated across the Moselle to the fortress of Toul. The French destroyed a fine bridge of seven arches, which spanned the river. The forces of the Crown Prince now occupy Nancy and Frouard, at the junction of the Paris and Strasburg Railroad with the road to Metz. The Prussians attacked Pont-a-Mousson, driving out the French, but subseqnetly fell back to the main body. The headquarters of the united armies of Frederick Charles and General Steinmetz are at Herry, on a direct line with Saarbruck, and within twenty miles of Metz. Large quantities of stores were captured in the environs of Metz. General Froussard's division lost all its supplies. A special despatch from Carlsruhe to-days says that Strasburg was bombarded with hot shot and shell on Friday and Saturday. The besieged asked for a parley and were given forty-eight hours to decide whether they would surrender.

A correspondent writes from Metz on Thursday:—"On my arrival from Nancy the Prussians were everywhere reconnoitring and overrunning the country without hindrance. The peasants are obliged to bring provisions and supplies for their horses. The French division sent yesterday on a reconnoisance returned without effecting anything. The French lines extend about six miles, and three Prussian armies are concentrating in their front."

Our special correspondent writes from Berlin on Tuesday:—"Seven thousand more prisoners are on their way hither. Many of the French officers taken at Woerth are not wounded. Prussian soldiers say that the hardest fighting at all was at Weissenburg. There was much hand to band work, but the French, though brave, did not know how to use the bayonet, and no Prussians received bayonet wounds."

LONDON, Aug. 14. — A correspondent at Metz writes, on Thursday, that dissatisfaction is increasing among the soldiers. Disorganization is spreading in the service, and consternation is gaining possession of the people. Yesterday more than one thousand families of the neighboring peasantry entered Metz, flying from the Prussians. The streets are filled with carts, bedding, furniture and military trains, all in inextricable confusion.

The prefect of the department publishes a notice that no stranger will be allowed to remain in Metz without forty days' provisions.

The Prussian advance guard, 40,000 strong, is approaching the city.

The enemy's movements are completely covered by the woods which the French failed to destroy.

The administrations are all in woful confusion and disorganization. Cash payments are virtually stopped, and the people surround the Bank of France, waiting to obtain specie. The silver brokers ask three per cent. for changing silver for gold.

A correspondent telegraphs from Dublin to-day that a mob of 600, headed by a band playing French airs, attacked a Prussian vessel lying at Kingston, on Friday evening, and pelted stones at her. They failed in trying to board the vessel and left, threatening to return at night and "cut the throats of the bloody Prussians." The police now guard the vessel. Bands of people paraded the streets to-night with the French flag, and were stopped by the police. A riot is threatened.

A correspondent, describing the battles at Weissenberg and Woerth, says:—Both struggles were stubborn. The French soldiers stood their ground well, and their rifles proved terribly destructive. It was downright hard fighting which enabled the Germans to claim the honors of the day.

A wounded French prisoner avowed in my hearing that his countrymen could not withstand the weight of the German attack, the fight being not of bullets only, but of bayonets also. It was decided by the actual strength of the combatants. Physically, the average of the German soldiers is heavier than the ordinary French.

It was supposed that the introduction of the new weapons would alter the mode of warfare, and render the old style of hand to hand combat obsolete. This engagement proved otherwise. The Zouaves did what they could to check the advance of a German regiment by pouring in a volley of fire from a concealed position.

They had posted themselves in pits dug for that purpose, and not until the advancing regiment had suffered from this concealed fire did the German soldiers know that their progress was to be contested. They saw no sign of troops in their front. Such an ordeal as this tested the stuff of which these men are made, and they bore themselves with extraordinary valor. Men were struck down by hundreds, yet the regiment never wavered.

GROCERIES, ETC.

NEW No. 1 MACKEREL,

IN KITTS.

FIRST OF THE SEASON.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 7ǂ Corner ELEVENTH and VINE Streets.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 22 CHESNUT Street, Philadelphia. 4 wimǂ

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5·10	MOON RISES	9·26
SUN SETS	6·58	HIGH WATER	4·09

PHILADELPHIA BOARD OF TRADE.
THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

City of Cork	Liverpool	New York	July 27
Sidon	Liverpool	New York	July 26
Britannia	Glasgow	New York	July 27
Paraguay	London	New York	July 30
Winchester	Aspinwall	New York	July 31
Denmark	Liverpool	New York	July 31
Samaria	Liverpool	New York via B.	Aug. 2
Arizona	Aspinwall	New York	Aug. 2
Nevada	Liverpool	New York	Aug. 3
Helvetia	Liverpool	New York	Aug. 3
Caledonia	Glasgow	New York	Aug. 3

FOR EUROPE.

Idaho	New York	Liverpool	Aug. 17
China	New York	Liverpool	Aug. 17
Tripoli	New York	Liverpool	Aug. 16
Palmyra	New York	Liverpool	Aug. 18
St. Laurent	New York	Havre	Aug. 20
Europa	New York	Glasgow	Aug. 20
The Queen	New York	Liverpool	Aug. 20
C. of Brussels	New York	Liverpool	Aug. 20
C. of Baltimore	New York	Liverpool via H.	Aug. 23
Nevada	New York	Liverpool	Aug. 24
Denmark	New York	Havre	Aug. 24
Paraguay	New York	London	Aug. 27
Helvetia	New York	Liverpool	Aug. 27
India	New York	Glasgow	Aug. 27
C. of Wash'ton	New York	Liverpool	Aug. 27
Colorado	New York	Liverpool	Aug. 31

COASTWISE, DOMESTIC, ETC.

Pioneer	Philadelphia	Wilm'gton, N.C.	Aug. 17
Yazoo	Philadelphia	New Orleans	Aug. 18
Missouri	New York	Havana	Aug. 18
J.W. Everman	Philadelphia	Charleston	Aug. 19
Salvor	Philadelphia	Charleston	Aug. 26

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Steamship Hercules, Doughty, New Orleans, Philadelphia and Southern Mail Steamship Co.
Steamship Fanita, Freeman, New York, John F. Ohl.
Steamship Roman, Baker, Boston, H. Winsor & Co.
Barkentine Veteran, Catharine, Cronstadt, Workman & Co.
Schr E. B. Wheaton, Atkins, Boston, Day, Huddell & Co.
Schr M. E. Femerick, Dasey, Boston, do.
Schr G. H. Bent, Smith, Cambridgeport, do.
Schr Sarah Wood, Hickman, Boston, do.
Schr George E. Thacher, Thacher, Boston, Walter Donaldson & Co.
Schr Hattie Rowe, Shearer, Norfolk, David Cooper.
Schr John Beatty, Price, Richmond, Va., do.

ARRIVED SATURDAY.

Steamship Pioneer, Wakeley, 50 hours from Wilmington, N. C., with cotton and naval stores to Philadelphia and Southern Mail Steamship Co.
Steamer Sarah, Jones, 24 hours from New York, with mdse. to W. M. Baird & Co.
Schr S. C. Fithian, Tuft, 1 day from Port Deposit, Md., with grain to J. L. Bewley & Co.
Schr E. Arcularius, Gregory, 6 days from Richmond, with granite to Richmond Granite Co.
Schr Marcia Lewis, Lewis, from Rockland, with ice to Knickerbocker Ice Co.
Schr H. B. McCauley, Case, from Boston, with ice to Knickerbocker Ice Co.
Schr C. C. Bearce, Hodgdon, 8 days fm St. Marys, Ga., with pitch pine lumber to Souder & Adams.
Schr Niagara, Townsend, from Boston, with ice to Knickerbocker Ice Co.
Schr Lavinia, Boyle, from New York, with salt.
Schr George Deering, Willard, from Portland.

ARRIVED YESTERDAY.

Steamship Yazoo, Catharine, from New Orleans via Havana, 4 days and 6 hours, with cotton, fruit, etc., to Philadelphia and Southern Mail Steamship Co. Passengers:—Mr. J. Wilson, Mr. Garland, Mr. Karemy, Mr. C. Phillips, wife, and child, Mrs. Pemales, 8 children, and 2 servants, Mr. John Navarro, Mr. M. Sinila and son, Mrs. Cotilla, 7 children, and servant, Mrs. Judson, Eli Pearson, Mr. Silva, Mr. De Neirega, Mr. Sanders, Mr. Gatewood, and Herman Flock. Also, the following connected with the U. S. Navy:—Captain E. R. Colhoun, Messrs. G. R. Johnson, E. A. Walker, F. H. Hinman, Little and Olsen, W. S. McGonnegle, C. E. Clark, B. F. Wood, J. F. Farrell, J. E. Engle, A. B. Bates, W. A. Winsor, G. W. Stivers, J. S. Harvey, G. C. Neilson, and H. D. Sellman.

Correspondence of The Evening Telegraph.
EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Aug. 13.—Seven barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, Aug. 13.—The following barges leave in tow to-night, eastward:—

A. O. Buck, W. & J. Thompson, and Ellen, with coal for New York.

PHILADELPHIA BRANCH OFFICE, Aug. 14.—The Sarah Hummell, with coal, for Baltimore, left Saturday; W. S. Burton, with coal, for New York, left Saturday evening. L. S. C.

MEMORANDA.

Br. steamers Tripoli, Browne, and England, Webster, cleared at New York yesterday for Liverpool.
Steamer City of Brussels, from Liverpool, arrived at New York yesterday.
Steamer Sherman, Quick, from New Orleans 6th, at New York 13th inst.
Steamer Etna, Lochead, at Halifax 13th inst. from New York, and sailed for Liverpool.
Steamer Cuba, Moodie, from New York 3d inst., at Queenstown 12th, and proceeded for Liverpool.
Steamer Tillie, Partridge, cleared at New York 13th inst. for San Domingo.
Steamer Catharine Whiting, Howes, cl'd at New York 13th inst. for Galveston via Key West.
Steamer Cuba, Dukehart, from Baltimore via Key West, at New Orleans 9th inst.
Steamers George Washington, Gager, and Mississippi, Henry, cleared at New York 13th inst. for New Orleans.
Steamer Manhattan, Forsyth, from New York 3d inst. for Liverpool, was passed on the 8th, lat. 46, long. 49 59.
Steamer San Francisco, Reynolds, from Bermuda 9th, at New York 13th inst.
Steamer Magnolia, for Havana, reported as having returned to New York on account of some derangement of machinery, was an error. The steamer San Francisco, from Bermuda, was taken for the Magnolia returning.
Steamer City of Mexico, Timmerman, from New York for Havana, etc., was spoken 7th inst. off Havana.
Steamer Norfolk, Platt, for Philadelphia, sailed from Richmond 11th inst.
Steamer Wyoming, Teal, for Philadelphia, cleared at Savannah 13th inst.
Bark Scud, Crosby, from Philadelphia for Gibraltar, picked up at sea derelict, and taken into Gibraltar, had on board 90,368 gallons refined petroleum, valued at $24,926, cleared by Messrs. L. Westergaard & Co.
Br. bark Eliza Avelina, Dowley, for Philadelphia, cleared at Boston 11th inst.
Brig Delmont Locke, Cochran, hence, at Portland 11th inst.
Brig Euderus, Farr, for Philadelphia, cleared at Portland 12th inst.
Schr Z. Steelman, Church, and Charles E Smith, Hanson, hence, at Holmes' Hole A. M. 12th inst., and sailed for Boston.
Schr Myra A. Pratt, Pratt, hence, below Boston 12th inst.
Schr J. M. Fitzpatrick, Smith, for Philadelphia, was loading at Charleston 11th inst.
Schr J. Tirrell, Havens, hence for Boston, at New York 13th inst.
Schr A. H. Edwards, Leaming, hence, at Boston 13th inst.
Schr M. Steelman, Steelman, at Boston 13th inst. from Georgetown, D. C.
Schr Emma D. Finney, McQuillen, hence, at Savannah 13th inst.
Schr C. E. Paige, Doughty, cleared at Wilmington, N. C., 11th inst. for Philadelphia, with 899 bbls. rosin, 97,000 feet lumber, 166,750 shingles, and 5 tons iron.
Schr Rachel Leeman, for Philadelphia, sailed fm Gardiner 9th inst.
Schrs Pathway, Haley, and A. Murchie, for Philadelphia, sailed from Gardiner 10th inst.
Schrs J. W. Hall, Cody, and M. A. Folsom, for Philadelphia, sailed from Gardiner 12th inst.
Schr Mary Standish, for Philadelphia, sailed from Dresden, Me., 8th inst.
Schr Irene E. Messervey, Wall, for Philadelphia, cleared at Charleston 10th inst., with 120 tons old iron, 13,000 feet lumber, and 270 tons phosphate rock.
Schr Florence E. Hallock, Hallock, for Philadelphia, sailed from Providence 11th inst.
Schr Reading RR. No. 42, Head, hence, at Mystic 10th inst.
Schr G. A. Everman, Lowe, for Philadelphia, sl'd from Gardiner 12th inst.
Schr Electa Baily, Smith, hence, at Gardiner 7th instant.
Schrs Anna Burton, Frink, from Somerset, and Raven's Wing, York, from Stonington, both for Philadelphia, at New York 12th inst.
Schr Susan Sears, Sears, for Philadelphia, cleared at Portland 11th inst.
Schrs E H. Atwood, Brown, and J. B. Clayton, Chapman, hence, at Providence 12th inst.
Schrs Annie May, May, and Mary A. Tyler, Tyler, for Philadelphia; and Wave, Hubbard, for Trenton, sailed from Providence 12th inst.
Schr Goddess, Kelley, for Philadelphia, sailed fm Pawtucket 12th inst.
Schr Minnie Kinnie, Parsons, hence, at New Haven 11th inst.
Schr Albert Field, Pettit, hence, at New Bedford 11th inst.
Schr M. Vassar, Jr., Kelley, for Philadelphia, s'ld from New Bedford 12th inst.
Schrs E. M. Edwards, Somers; Thomas T. Tasker, Allen; and Marian Gage, Hatch, hence, at Boston 12th inst.
Schrs Flight, Crowell, and Sarah, Cobb, for Philadelphia, cleared at Boston 12th inst.

NOTICE TO MARINERS.

The first-class iron buoy, painted red, which marked Race Rock, Long Island Sound, has disappeared from its station. As soon as practicable a similar buoy will be placed in the position.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

BAND BRACELETS.

CHAIN BRACELETS.

We have just received a large and beautiful assortment of

Gold Band and Chain Bracelets,

Enamelled and engraved, of all sizes, at very low low prices. New styles constantly received.
WATCHES AND JEWELRY in great variety.
LEWIS LADOMUS & CO.,
5 11 fmwǂ No. 802 CHESNUT Street.

CLOCKS.

TOWER CLOCKS.
MARBLE CLOCKS.
BRONZE CLOCKS.
COUCOU CLOCKS.
VIENNA REGULATORS.
AMERICAN CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 2ǂ] Second floor, and late of No. 35 S. THIRD St.

TO RENT.

T O L E T—
SECOND and THIRD FLOORS
OF
No. 29 North WATER Street.
Apply to WEAVER & CO.,
8 11 thsm3t* No. 29 North WATER Street.

RARE CHANCE TO GET INTO BUSINESS.
—HOUSES and LOTS wanted in exchange for Merchandise at wholesale prices.
Address immediately, FINLEY,
8 9 "Ledger" Office.

TO LET—THE STORE PROPERTY NO. 722 CHESNUT Street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER,
12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.
Apply to AARON HURLEY,
6 15 No. 269 S. SEVENTH Street.

TO LET—FRONT OFFICE, SECOND Story, with two good Rooms, No. 35 S. FRONT Street. [8 8mwf3t*] BOND & OSTERLOH.

REAL ESTATE WANTED.

WANTED TO PURCHASE, A HOUSE OF moderate size, with modern conveniences, situated between Twelfth and Twenty-third streets and Spruce and Chesnut. Possession on or before, at sellers' convenience, Nov. 1. Might buy furniture if reasonable. Address, stating location and price, "House," Box 1624 Post Office. 8 12 fmw3t*

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER.
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are now receiving a large and splendid assortment of new styles of
FANCY CASSIMERES
And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mws
AT WHOLESALE AND RETAIL.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
3 15ǂ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts
ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1881	60,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	02,000·00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000	North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900·00
$1,231,400 Par.	Market value, $1,255,270·0 Cost, $1,215,622·27.	
	Real Estate	36,000·00
	Bills Receivable for Insurances made	323,700·75
	Balances due at Agencies:—Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·95
	Stock, Scrip. etc., of Sundry Corporations, $4706. Estimated value	2,740·20
	Cash in Bank $168,318·88; Cash in Drawer 972·26	169,291·14
		$1,852,100·04

DIRECTORS.
Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, James Traquair, Henry Sloan, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, Hugh Craig, John D. Taylor, George W. Bernadon, William C. Houston, Samuel E. Stokes, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob Riegel, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvain, H. Frank Robinson, J. B. Semple, Pittsburg, A. B. Berger, Pittsburg, D. T. Morgan, Pittsburg.
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD
LIFE INSURANCE COMPANY
OF PENNSYLVANIA,
OFFICE:
No. 701 CHESNUT Street,
PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of
MONTHLY PAYMENT OF PREMIUMS
Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.
Special attention is called to this Company's
GRADUATING POLICY,
An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES
All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.
Pamphlets contain[illegible]ation may be ob-[illegible]
[illegible] M. SEYFERT, President.
LA[illegible]NCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m
Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Aug. 1, '70 $3,009,888·24
CAPITAL $400,000·00
ACCRUED SURPLUS AND PREMIUMS 2,609,888·24
INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.
Losses paid since 1829 over $5,500,000.
Perpetual and Temporary Policies on Liberal Terms.
The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.
The "FRANKLIN" has no DISPUTED CLAIM.
DIRECTORS.
Alfred G. Baker, Samuel Grant, George W. Richards, Isaac Lea, George Fales, Alfred Fitler, Thomas Sparks, William S. Grant, Thomas S. Ellis, Gustavus S. Benson.
ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Daniel Smith, Jr., Isaac Hazlehurst, Thomas Robins, John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Jr., Franklin A. Comly.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

INSURANCE.

INSURANCE COMPANY
NORTH AMERICA.
JANUARY 1, 1870.
Incorporated 1794. Charter Perpetual.
CAPITAL $500,000
ASSETS $2,783,581
Losses paid since organization $23,000,000
Receipts of Premiums, 1869 $1,991,837·45
Interest from Investments, '69 114,696·74
$2,106,534·19
Losses paid, 1869 $1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	32,558
Notes Receivable, mostly Marine Premiums	321,944
Accrued Interest	20,357
Premiums in course of transmission	85,193
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	30,000
	$2,783,581

DIRECTORS.
Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, William Welsh, S. Morris Wain, John Mason, George L. Harrison, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, T. Charlton Henry, Alfred D. Jessup, Louis C. Madeira, Charles W. Cushman, Clement A. Griscom, William Brockie.
ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 2 4

CHARTER PERPETUAL.
ASSETS $200,000.
MUTUAL FIRE INSURANCE COMPANY OF GERMANTOWN.
OFFICE, No. 4829 MAIN STREET.
Take risks in Philadelphia, Montgomery, and Bucks counties, on the most favorable terms, upon Dwellings, Barns, Merchandise, Furniture, Farming Implements, Hay, Grain, Straw, etc. etc.
DIRECTORS.
Spencer Roberts, John Stallman, Albert Ashmead, Joseph Handsbury, William Ashmead, M. D., Abram Rex, Nicholas Rittenhouse, Nathan L. Jones, James F. Langstroth, Charles Weiss, Joseph Boucher, Charles Millman, Charles H. Stokes.
SPENCER ROBERTS, President.
CHARLES H. STOKES, Secretary and Treasurer.
WM. H. LEHMAN, Assistant Secretary. 5 28 smw6m

ASBURY
LIFE INSURANCE CO.
NEW YORK.
LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.
PENNSYLVANIA STATE AGENCY,
JAMES M. LONGACRE, Manager.
H. C. WOOD, JR., M. D., Medical Examiner.
Office, 302 WALNUT St., Philadelphia.
REV. S. POWERS, Special Agent.
JAMES M. LONGACRE, General Agent,
5 23 mwfly No. 302 WALNUT Street, Philadelphia

FIRE ASSOCIATION.
INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,572,732·
TRUSTEES.
William H. Hamilton, John Carrow, George I. Young, Jos. R. Lyndall, Levi P. Coats, Samuel Sparhawk, Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster, M. H. Dickinson, Peter Williamson, Joseph E. Schell.
WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

FAME INSURANCE COMPANY,
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.
DIRECTORS.
Charles Richardson, William H. Rhawn, William M. Seyfert, John F. Smith, Nathan Hilles, George A. West, Robert Pearce, John Kessler, Jr., Edward B. Orne, Charles Stokes, John W. Everman, Mordecai Buzby.
CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23ǂ

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) $200,000·00
CASH Assets, July 1, 1870 550,732·90
DIRECTORS.
F. Ratchford Starr, Nalbro Frazier, John M. Atwood, Benj. T. Tredick, George H. Stuart, John H. Brown, J. Livingston Erringer, James L. Claghorn, Wm. G. Boulton, Charles Wheeler, Thomas H. Montgomery, James M. Aertsen.
F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
4ǂ No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

FIRE AND BURGLAR PROOF SAFE
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
No. 53 SOUTH FOURTH STREET,
3 2ǂ A few doors above Chesnut st., Philada.

MACHINERY.

GRINDSTONE HACKERS FOR TRUING stones save the stone. No dust! No delay! Iron boxes for stones. GEORGE C. HOWARD,
5 9 m6 No. 17 South EIGHTEENTH Street.

USE CHAMBERS' STAR INK.
EVANS, STODDART & CO.,
7 9 fmw1m 740 SANSOM Street.

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

MONDAY, AUGUST 15, 1870.

ADMIRAL FARRAGUT.

By the death of Admiral Farragut the world loses the greatest naval hero of the age—one who by the brilliancy of his achievements more than sustained the historical prestige of the navy of the United States, and who, whether amid the crash of battle on the Mississippi or in Mobile Bay, as the honored guest of the princes of Europe, among his fellow-citizens, or in the retirement of his own home, was ever distinguished by the quiet dignity, the unassuming modesty, and the refined courtesy of a true gentleman. Admiral Farragut was the beau ideal of a naval commander. He knew not the name of fear, and he was as bold in the conception of his plans of battle as he was skilful and daring in their execution. He struck hard blows and he struck to win, and the cool, determined valor with which he led the van of battle inspired those under his command with confidence to follow his blue pennant wherever it might take them. Although his death was not unexpected, it will be a great blow to the nation, which cannot but mourn to behold the heroes who upheld the honor of the flag during the darkest days of the Rebellion dropping away one by one; and among the great men who led the Union forces to battle during the war for the preservation of the National Government, David G. Farragut was the peer of the greatest. In another place we give an elaborate sketch of the deceased Admiral's career, so that it is unnecessary for us to refer particularly in this place to his great achievements, and we merely offer this brief tribute to the memory of one of the bravest, noblest, and purest minded public men of our day and generation.

THE PRUSSIAN ADVANCE.

The French army continues to fall back before the victorious Prussians without daring to risk another battle. The despatches of yesterday and to-day indicate that they have abandoned Metz and Nancy, and have fallen back from the line of the Moselle to that of the Meuse. It is not unlikely that if the Prussians continue to follow up their success with as much vigor as they have done hitherto, the French will next be compelled to retreat upon Paris and make a final and desperate stand for the defense of that city. If they are heavily reinforced, however, or if they are able to reunite their now divided army, they may be able to check the victorious Prussians and to push back the tide of war towards the frontiers again. The Prussians, although they have the prestige of victory, are now operating in a hostile country, and are operating at a certain disadvantage. That the Prussians have been able to drive their antagonists before them as they have is a striking proof not only of the demoralization of the French army and the incapacity of the Emperor as a military leader, but of the unprepared condition of France to inaugurate a war with the strongest military power of Europe. For years past the world has been informed that the French army was not only the bravest, but the most perfectly drilled and thoroughly organized in Europe. The ability of some of its generals has been proved upon well-fought battle-fields, and with all the advantages that they had as the aggressive party, it was confidently expected that the beginning of the war would be marked by Prussian reverses. The French army was the first to take the field, but it lost a week in inactivity, instead of striking a prompt and decisive blow at the outset, and the Prussians were thereby given all the time they wanted to bring their army to the frontier and to gain the tremendous advantage of the first victory.

One supreme reason for the success of the Prussians thus far is superior generalship; but the defeat of the French appears to be due in no small measure to their want of preparation. At the battle of Woerth they were without a commissariat, so that the men were compelled to fight upon empty stomachs, and they also appear to have been unprovided with a proper supply of ammunition. Such a state of affairs reminds us of the way things were managed for the Union army in the Bull Run days of our civil war: but while there was every excuse for us, there is none whatever for the French.

The Emperor has been preparing for this very contest for the last four years: he knew that it must come some time and was merely waiting for a pretext to commence hostilities. Under these circumstances, for the French army to be obliged to go into battle without provisions or ammunition is enough to make us doubt all the wonderful reports that have been spread abroad as to the perfection of its organization, and that something is radically wrong is shown no less by the victory achieved by the Prussians than by the utter inability of the French to rally so as to offer them battle with some prospect of success.

Since the above was written reports have been received of a great battle at Metz, in which the Prussians were again victorious. If this is true the retreat of the French to the line of the Meuse probably partakes of the nature of a rout and the dethronement of the Emperor by a terrified and infuriated nation is likely to be the next news of importance we will receive.

AMERICAN SYMPATHY FOR PRUSSIA.

The Republican press of this country has, from the outset of the present European war, manifested remarkable unanimity in favoring the cause of Germany, and some of the Democratic journals have recently ascribed this attitude to partisan motives. This allegation is at once false and ridiculous, and it would have scarcely been made if a few leading Democratic organs, like the New York *World* and the Boston *Post*, had not committed the blunder of betraying a partiality for French interests and a desire for the triumph of Napoleon. Having shocked the German wing of their party by this display of deference to the opinions and wishes of the Celtic members of the Democratic fold, they are now striving to extricate themselves from their dilemma by an unfounded charge against the Republican journals.

It is natural and perfectly proper that men of both parties or of each party should differ in their views of a European conflict, which is not necessarily connected with American politics. But there are so many obvious reasons why our citizens should sympathize with the Germans, that few unbiassed minds have remained uncontrolled by them. One of the strongest is that Napoleon stands before the world to-day convicted of a base betrayal of republicanism in France; and for this offense, if no other, we would delight in his downfall. Liberal Frenchmen at home and abroad see in his impending dethronement a large compensation for all the misfortunes he has brought upon his country, and this feeling is naturally shared by the Republicans of the United States. The Republican party of Spain regards the Emperor as the most dangerous enemy of their cause in that country; the ill-starred Mexican expedition reminds us of the efforts of this Imperial upstart to establish monarchical institutions on our continent, and to menace our own Government; while in France a long line of imprisoned, exiled, and executed Republican patriots are avenged by the German triumph. Seeking power by false professions of liberalism, and wielding it with despotic sway, Napoleon incurred the undying hatred of every man who understands what true Republicanism is; and while we cherish no feelings of ill-will towards the people of France, we devoutly trust that they may be rid of their tyrannical master.

Aside from this cause for desiring the overthrow of the infamous man who for an insufficient cause hurried his country into a war for which it was not prepared, and then from purely selfish motives became the marplot of his own camp, ties of race connect the great body of the Americans with the Germans, and in a national contest evoke their sympathy. Germany is to a very large extent the fatherland of all white Americans who are not of Celtic origin. The fact that some of their ancestors tarried for a time in England before seeking homes on this side of the Atlantic does not change their true nativity, nor weaken the force of the aphorism that "blood is thicker than water." As Germany sympathized with us in our late war, the bulk of Americans sympathize with her in the hour of her tribulation. It has long been the policy of France to divide and conquer the great people living on her eastern borders, but since the course of modern events has tended to promote their union, we believe it will be better for both nations that this union should be perfected and perpetuated than that German dissensions should forever tempt French ambition, and thus cause bloody wars.

If true republicanism ever gains a solid footing anywhere in Europe, we believe it will be in Germany rather than in France; and looking at the conflict from this point of view, it is better that Germany should triumph than that Napoleon should gain a new lease of power, which he would undoubtedly use for despotic ends. But even if German republicanism is too vague a dream to be worthy of present consideration, it is a well-known fact that in both France and Spain Napoleon's downfall is regarded as a necessary preliminary to any serious attempt to establish republican institutions in those countries.

The hero of Strasburg and Boulogne and the author of the *coup d'etat* has sacrificed the happiness of millions to his dream of establishing Cæsarism in the nineteenth century, and it will be one of the greatest triumphs of modern civilization to dispel this dream, through the irresistible advance of the German armies.

There is a certain sardonic humor that savors of Bismarck in the proclamation issued by the King of Prussia which announces that "should Napoleon persist in the forcible expulsion of Germans from France, no measures of retaliation will be adopted by him, as it would be unfair to punish men who belong to a country cursed with a Bonaparte for a sovereign." Bismarck has outwitted Napoleon both in the Cabinet and the field, and he can afford to show his contempt for such an antagonist and his pity for the French people who have submitted so long to such a man. Whether the French will appreciate his sympathy or not is another matter, for the occupation of French soil by the Prussians is as much a disgrace as if the war was against the French nation and not against the individual Bonaparte who has led it into its present difficulties, and the danger to the Prussians now is from a united France eager to repel a hated invader, rather than from the broken-down politician who has been attempting to play the part of Cæsar.

CITY ITEMS.

EVERYTHING IN THE WAY OF
SUMMER CLOTHING
NOW TO BE CLOSED OUT AT
GUARANTEED LOWER PRICES
THAN ELSEWHERE.
Half-way between Fifth and Sixth streets. { BENNETT & Co., TOWER HALL, No. 518 MARKET STREET

Mr. William W. Cassidy, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

FOURTH EDITION

WHERE IS MACMAHON?

The Mysterious Battle.

More Revolutionary Excitement.

Troubles in Spain and Italy.

A Republic for Both Countries.

Rioting at Marseilles.

"A Bas L'Empereur!"

A Melancholy Fete Day.

FROM EUROPE.

Where is MacMahon?

Paris, Aug. 15.—The *Monde* reports Marshal MacMahon at Toul. The *Constitutionnel*, however, says he is at Nancy.

Edmond About

is still missing, and it is feared he has been killed.

Steamship Pennsylvania Burned.

London, Aug. 15.—The steamship Pennsylvania was destroyed by fire here late on Saturday evening.

The Battle near Metz.

London, Aug. 15—2 P. M.—A second pitched battle is reported as having occurred near Metz this morning, in which the Prussians were victorious.

Troubles in Italy and Spain.

London, Aug. 15.—Revolutionary movements of a formidable character have recently occurred in Italy as well as in Spain. Proclamations establishing republics in both countries are hourly expected.

Rioting at Marseilles—The Prussian Successes.

New York, Aug. 15.—The *Telegram* has the following:—

London, Aug. 15.—Disturbances of a serious character have occurred at Marseilles and Lyons. Crowds collected in the streets shouting "*A bas l'Empereur!*" Three persons are reported killed. A very strong rebellious feeling is manifested, and serious fears are entertained of trouble to-day, this being the Emperor's *fete* day.

Advices respecting the Prussian flank movement upon Metz are confirmed by the statement that the German troops hold Pont-a-Mousson.

The Latest Quotations.

London, Aug. 15—1:30 P. M.—Consols, 91¾ for money and account. American securities firmer and higher. Five-twenties of 1862, 87; of 1865, old, 86; of 1867, 85; 10-40s, 84. Stocks firmer and higher. Erie, 17¾; Illinois Central, 106; Atlantic and Great Western, 21.

Liverpool, Aug. 15—1:30 P. M.—Cotton quiet. Western Flour, 24s. 9d. Pork dull at 119s. Tallow, 44s. 3d.

FROM WASHINGTON.

Bids for Treasury Coal.

Despatch to the Associated Press.

Washington, Aug. 15.—Bids for furnishing 700 tons white ash and 100 tons Lykens Valley coal to the Treasury Department were opened this morning. The bidders were all Washingtonians, and the bids ranged from $6·70 to $7·80 per ton for white ash and from $7·80 to $8·79 for Lykens Valley.

Volunteer Naval Officers.

Out of thousands of volunteer officers in the navy during the war there remained only eight on July 1, namely:—One acting lieutenant, one acting master, one acting ensign, two acting passed assistant surgeons, and three acting assistant surgeons.

The President

did not return to-day as expected.

Obituary.

New York, Aug. 15.—Elizur Hart, ex-President of the Orleans County National Bank, at Albion, died there on Saturday.

THE SIAMESE TWINS.

Chang and Eng Returned to this Country—French Surgeons Would not Separate Them—Chang Becomes Paralyzed.

On Saturday last Chang and Eng, the Siamese Twins, accompanied by their sons, James Bunker and Albert Bunker, returned from their tour through Russia and Europe. On arriving they repaired immediately to Taylor's Hotel, Jersey City, where a reporter visited them yesterday evening.

On arriving at Chang and Eng's room, the doctor entered softly and quietly introduced the reporter. Both were requested to take seats near the couch on which lay the suffering Chang, and the unavoidably self-sacrificing Eng. Chang's arm was swathed to his wrist, and his side and one of his legs were paralyzed so that he could hardly move the affected side without presenting an appearance of the most intense and excruciating pain. The brother Eng never left his side, and he says that he will cling to him till death. Eng wore a dark suit and was dressed more tastely than his afflicted brother, who was necessarily *en deshabille*. They reclined on the couch, but the robust Eng had a restive appearance and seemed to long for a little fresh air, of which he would doubtless avail himself if it were convenient.

Their accent has no foreign peculiarity in it, and can hardly be distinguished from the manner of speaking adopted by cultivated Americans. Their features bear a Mongolian aspect, Chang's face being the more European of the two in its appearance. They are over fifty years of age, but their worn faces and haggard aspect would suggest at least that sixty summers had seen the two in one flesh. They spoke of the surgical operation which a certain French physician proposed to perform, and did not appear to relish the fact of being cut asunder. In their movements one naturally and without the least restraint complies with the other. The action, thoughts, and principles of each are perfectly distinct, and altogether independent one from the other. Eng is more lively and open in his manner than Chang, who appears many years older than his intimate contemporary.

The physician's opinion of the probable condition of Eng, in the event of his brother's death, is decidedly in favor of Eng. He believes that the death of one will not necessarily include the other's any more than the amputation of a limb should have that effect on the human body.

He asserts that no vital part exists in the large mass of flesh and gristle connecting the bodies of Chang and Eng. He believes that the only cause of their not being separated by those surgeons who proposed to operate on them was either their natural unwillingness to live apart, or fear of death in case the operation did not succeed.

Chang and Eng have each five sons living, but only two of these accompanied them on their tour. The eldest of the two is an intelligent and well-informed young man, who seemed deeply interested in newspaper matters, and was very inquisitive in finding out all the particulars about writing for the press. His name is John M. Bunker. His cousin, named Albert Bunker, the son of Eng, is a chubby lad of thirteen, and very talkative with any one inclined to indulge his garrulous propensities, and very eager to say funny things. When Chang's health improves the party will leave at once for their home in North Carolina, where they will lead a retired life on their own farm.

THE NORWALK DISASTER.

Further Particulars—The Accident the Result of Gross Carelessness.

We find the following details of the disaster to the Coney Island steamer, Norwalk, in a New York paper:—Both vessels were going at great speed, and the force of the concussion slightly altered the course of the schooner, whose bow swung round and cut deeply into the hull of the Norwalk, stopping her engines. Then a scene of the wildest confusion ensued. The women shrieked, and one, it is said, was so terrified that she threw her child, a baby in arms, into the sea. The men rushed in all directions seeking some mode of escape, and fought and struggled with each other in their anxiety to get on board the schooner.

Many persons, it is confidently asserted, were knocked into the sea by the first shock and were not rescued. One man, who played a prominent part in striving to restore something like order, says that he saw eight men and a child fall overboard, of whom only two were rescued. His testimony is confirmed by other passengers, who assert also that both Wilson, the captain, and Sealey, the pilot, were under the influence of liquor, and incapable, and that when the accident happened the command of the Norwalk was assumed by a seafaring man named Collins, who is now an hotel-keeper in this city, and who had previously jumped over the side and saved a man from drowning at the imminent risk of his own life.

Several other deeds of personal daring are recorded. A Mrs McDonald and her child fell into the water, and were both rescued by a man named Biddle, who contrived to grasp a rope that was hanging over the bows of the Lady Ellen.

It is also reported that Dan Kerrigan, a well-known sporting character in the Bowery, rescued several persons. It is said that the lamps of the Norwalk were not lighted, and that the collision could easily have been avoided.

When the excitement was at its height the tug boat Howard, Captain Leonard Kipp, came up to give what assistance she could, and the passengers on board the Norwalk called to the captain to come close. Others, who had more presence of mind, told him to keep off, or his small craft would be swamped by the numbers who would crowd into her. Ultimately the Lady Ellen took in sail and received about 150 of those on board the Norwalk, when a hawser was thrown to the Howard, which proceeded to tow the Norwalk towards Red Hook. But the danger was not yet over, for an alarm was given that the latter vessel was sinking. Fortunately this alarm was premature; bit there was little time to lose. She was taken to Burtis' shipyard, close to Red Hook, where her passengers were disembarked, and they had scarcely done so before she sank to the bottom of the river. The schooner was ultimately towed by the Howard to the Brooklyn slip of the Hamilton ferry, where the remaining passengers were put ashore.

It would seem, from the statement of passengers, that at least six if not eight persons were drowned. The passengers have, it is said, formed a committee, who will shortly appoint a place for a general meeting, when the whole matter will be discussed, resolutions passed condemning the conduct of the captain, and means taken to ensure a thorough investigation into the calamity.

SUIT AGAINST THE PRESIDENT.

Three Thousand Dollars Claimed for a Horse.

William H. Stark, agent of the Home Life Insurance Company, of New York, has commenced a suit in the Circuit Court against U. S. Grant to recover $3000 for the loss of his horse, Wyandotte Chief. The President has an agent named William Elrod, who has charge of his farm, and on the 15th of May the plaintiff contracted with the latter for the keeping of the horse on the pasture. While there it was kicked by a vicious animal, and its off hind leg broken. It died from the injury on the 4th of June. Plaintiff applied for payment and endeavored to effect a compromise before resorting to legal proceedings, but could get no reply to a letter which he sent to the President on the subject, and he placed the matter in the hands of Messrs. Noble & Hunter.

General Dent states that the President did not receive the letter.

The time of the Wyandotte Chief on the road with a wagon was 2·29.

Deputy Sheriff Valentine waited on the President to serve a notice of the suit.—*Missouri Republican, Aug. 13.*

MARRIED.

Drew—Maigs.—On the 11th instant, at St. Stephen's Church, by the Rev. Alexander Fullerton, Mr. W. N. Drew to Mrs. Mary Ann Maigs, of this city.

Rea—Souder.—On the 11th instant, by the Rev. T. A. Fernley, at the Parsonage, No. 933 Federal street, Mr. Jeremiah Rea to Miss Carrie E. Souder, all of this city.

DIED.

Abbot.—On the 12th instant, Lavinia Abbot, a pupil of the Institution for the Blind, aged 21 years.

Altemus.—William Altemus, Sr., in the 89th year of his age.

The relatives and friends are respectfully invited to attend his funeral, on Tuesday morning, August 16th, at 10 o'clock, from his late residence, near Oxford Church. Interment at Cedar Hill.

Kelly.—On Saturday evening, the 13th instant, William F. Kelly, aged 31 years.

His relatives and friends and those of the family are respectfully requested to attend his funeral, without further notice, from the residence of his mother, Mrs. Charles Kelly, Kellyville, Delaware county, on Wednesday morning at 9½ o'clock. Funeral service at St. Charles' Church.

Rogers.—On the 14th instant, Edgar R. Rogers, son of William and Jane E. Rogers.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 1328 Spring Garden street, on Wednesday, August 17, at 3 o'clock. To proceed to Laurel Hill.

JEWELRY ETC.

J. E. CALDWELL & CO.,

JEWELLERS,

No. 902 CHESNUT Street,

Have largely increased their stock of

DIAMONDS

AND

DIAMOND JEWELRY,

EMERALDS, SAPPHIRES, PEARLS,

OPALS AND CAMEOS,

In Mountings of Exquisite Style, carefully prepared by the most Skilful Workmen.

They also call particular attention to

NEW STYLES OF JEWELRY

IN ROMAN GOLD, GOLD AND ENAMEL,
TURQUOISE, BLACK ONYX,

BYZANTINE MOSAICS, AND PARISIAN ENAMELS. 18 5 fmwtfrp

No. 902 CHESNUT Street.

CHESNUT STREET FEMALE SEMINARY, PHILADELPHIA.
MISS BONNEY and MISS DILLAYE, Principals. The twenty-first year of this ENGLISH AND FRENCH BOARDING AND DAY SCHOOL will open on WEDNESDAY, Sept. 14, at No. 1615 CHESNUT Street.
Particulars from circulars. 8 13 1 to 1

ACADEMY OF THE PROTESTANT EPISCOPAL CHURCH, LOCUST and JUNIPER Streets.—The session will open on MONDAY, September 5. Applications may be made during the preceding week, between 10 and 12 o'clock in the evening. JAMES M. ROBINS, A. M., Head Master.
8 15 mwf 19 1

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 420 Chesnut street. 5 30tf

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 20. French is the language of the family, and is constantly spoken in the institute.
6 15 wfm 6m L. D'HERVILLY, Principal.

OAKLAND FEMALE INSTITUTE, NORRISTOWN, Pa., will commence its Twenty-sixth Year September 1. Terms, $250. For circulars address, J. GRIER RALSTON. 8 6 1m*

FIFTH EDITION

THE LATEST NEWS.

IMPORTANT FROM EUROPE.

The Prussians at Metz.

Germans Expelled from Paris.

Poor Carlotta's Reason Returns.

She Awakes to Napoleon's Ruin

AFFAIRS AT THE CAPITAL.

The New Banking Law.

FROM EUROPE.

Austria and Transylvania.

Vienna, Aug. 15.—The Austrian Government denies having moved troops to the Transylvanian frontier, as has recently been reported.

Paris, Aug. 15.

M. Duruy,

recently Minister of Public Instruction, has volunteered as a private in the French army.

Germans Expelled from Paris.

Berlin, Aug. 15.—Hundreds of German families have been expelled from Paris. Many of them have just reached Cologne. Subscriptions have been opened for their relief in different parts of Germany.

Prussian Retaliation.

Paris, Aug. 15.—Twenty French citizens of Woerth have been shot by Prussians in retaliation for cruelties said to have been inflicted on wounded German prisoners.

Poor Carlotta.

London, Aug 15.—It is said that the reason of the ex-Empress Carlotta has been reawakened by the great events now transpiring on the Continent, and that she manifests the deepest interest in the war.

The Prussians Swarming about Metz.

London, Aug. 15.—The Prussians have arrived at Vignent, a few miles from Metz, and are swarming up the Moselle. The French blew up two bridges at Vignent to check the rapid advance of the Germans.

MacMahon at Strasburg.

Paris, Aug. 15.—Thirty thousand troops of Marshal MacMahon's corps, who were cut off from the French army and believed to have fallen into the hands of the Prussians, have arrived at Strasburg in safety.

FROM WASHINGTON.

The Liability of Shipbuilders to Taxation.

Despatch to the Associated Press.

Washington, Aug. 15.—The recent instructions of the Internal Revenue Office suspending the collections of taxes on shipbuilders' sales at Norwich, Conn., are intended to apply generally to all shipbuilding districts. The question of the liability of shipbuilders to tax under section — of the act of March 31, 1868, is being now considered by the Internal Revenue Office, though claims for the refunding of taxes already paid on shipbuilders' sales, founded upon the non-liability of shipbuilders to taxation, will not for the present be entertained.

The Supply of Bullion.

Dr. H. R. Linderman, late Director of the Mint at San Francisco, leaves Washington to-day under instructions of the Treasury Department to make an examination of all questions connected with the supply of bullion and the assaying and coining of the precious metals.

The Issue of Gold Notes.

The Comptroller of Currency will in a day or two issue a circular with relation to the organization of national banks for the issue of gold notes, which will incorporate the different sections of the act providing for the redemption of the three per cent. loan certificates and for the increase of national bank notes, approved July 17, 1870, having reference to the subject, besides other general instructions with regard thereto. The circular states that national banks for the issue of gold notes can be established, and would probably be successful and profitable at any point where direct trade with foreign countries is carried on to an extent sufficient to furnish employment to the capital and means of the banks, and in those cities or States where business is transacted chiefly or entirely on a coin basis. But in the small interior towns of the Atlantic, or Western cities, it is not at all probable that such institutions would be profitable or satisfactory to the stockholders. Banks for the issue of gold notes are to be organized as provided in the original law on that subject:—

First. Parties subscribing to the capital stock, not less in number than five, should execute articles of association, after which the organization certificates should be prepared, forms for both of which are included in the circular. A certified copy of the articles of association and the original of the organization certificate should be filed with the Comptroller of the Currency. The cash paid in must not be less than fifty per cent. of the entire capital subscribed. The amount of bonds to be deposited must never be less than $30,000, nor less than one-third of the paid-up capital of the bank. When fifty per cent. of the capital is paid in a certificate of the officers and directors of the bank is to be made in a form prescribed by the circular. Before taking any decided steps for the organization of a bank, parties are requested to correspond with the Comptroller of the Currency. Applications may be made by others, and letters should state the locality where the bank is required, naming the city or town, the population, a general estimate of the kind and amount of business, the names of the principal parties who propose to organize the bank, with information as to their character and pecuniary ability. The minimum capital with which a bank can be organized under the general provisions of the act is one hundred thousand dollars.

FROM THE DOMINION.

Destructive Fire at Quebec.

Quebec, Aug. 15.—A destructive fire occurred here yesterday morning. The foundry and machine shops of Mr. Bissett were consumed, together with the residence of Leef & Sons. One hundred men are thrown out of employment and a large contract for the Inter-colonial Railway will be delayed. The loss is $25,000, insurance, $10,000.

In the last great fire at St. Roches the value of university property destroyed was $157,000.

The Roman Catholic Bishop of Quebec is in a dying condition.

RUGBY ACADEMY,

FOR YOUNG MEN AND BOYS,

No. 1415 LOCUST Street.

EDWARD CLARENCE SMITH, A. M., Principal.

This Select School will enter upon its sixth year completely reorganized.

Rooms improved, and refitted with handsome furniture.

1. Pupils prepared for business life. Thorough course in the English Branches and Mathematics.
2. Pupils prepared for high standing in College.
3. Special instructors in French, German, Drawing, Penmanship, Elocution, Book-keeping, Natural Science.
4. A carefully organized Primary Department.
5. Special features—an unsurpassed locality, spacious and well-ventilated rooms, with high ceilings, a retired play ground.

Next session begins September 12. Circulars at LEE & WALKER'S, No. 922 CHESNUT Street.

Testimonial from Hon. William Strong, U. S. Supreme Court.

Philadelphia, June 15, 1870.

During the last two years my son has been an attendant of the school of Mr. Edward Clarence Smith, known as Rugby Academy. I can unqualifiedly commend Mr. Smith to those who have sons to be educated, as a superior instructor, devoted to his work, kind and firm in his management of his pupils, and in all respects qualified for success in his profession.

8 15 W. STRONG.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

A PERFECT FIT, THE HIGHEST STYLE, BEST MATERIALS, SECURE SEWING, } SECURED IN EVERY GARMENT.

JOHN WANAMAKER,

818 AND 820 CHESNUT STREET.

☞ SHAMOKIN AND TREVORTON RAILROAD COMPANY,
Office, No. 227 South Fourth Street,
Philadelphia, August 15, 1870.
A Special Meeting of the Stockholders of this Company will be held on WEDNESDAY, September 7th next, at 12 o'clock M., to take into consideration the proposed consolidation of this Company with the Mahanoy and Broad Mountain Railroad Company, the Mahanoy Valley Railroad Company, the Enterprise Railroad Company, and the Zerbe Valley Railroad Company.
By order of the Board of Directors,
8 15 mst ALBERT FOSTER, Secretary.

☞ MAHANOY AND BROAD MOUNTAIN RAILROAD COMPANY, Office, No. 227 South FOURTH Street.
Philadelphia, Aug. 15, 1870.
A special meeting of the stockholders of this company will be held on WEDNESDAY, September 8th, next, at 10½ o'clock A. M., to take into consideration the proposed consolidation of this company with the Mahanoy Valley Railroad Company, the Shamokin and Trevorton Railroad Company, the Enterprise Railroad Company, and the Zerbe Valley Railroad Company.
By order of the Board of Directors.
ALBERT FOSTER,
8 15 m8t Secretary.

☞ MAHANOY VALLEY RAILROAD COMPANY.
Office, No. 227 South Fourth Street,
Philadelphia, Aug. 15, 1870.
A Special Meeting of the Stockholders of this Company will be held on WEDNESDAY, September 7th, next, at 11 o'clock A. M., to take into consideration the proposed consolidation of this Company with the Mahanoy and Broad Mountain Railroad Company, the Shamokin and Trevorton Railroad Company, the Enterprise Railroad Company, and the Zerbe Valley Railroad Company.
By order of the Board of Directors,
8 15 m 3t ALBERT FOSTER, Secretary.

☞ ZERBE VALLEY RAILROAD COMPANY,
Office, No. 227 South FOURTH Street.
Philadelphia, August 15, 1870.
A special meeting of the Stockholders of this Company will be held on WEDNESDAY, September 7, next, at 11½ o'clock A. M., to take into consideration the proposed consolidation of this Company with the Mahanoy and Broad Mountain Railroad Company, the Shamokin and Trevorton Railroad Company, the Mahanoy Valley Railroad Company, and the Enterprise Railroad Company.
By order of the Board of Directors.
ALBERT FOSTER,
8 15 m3t Secretary.

☞ WEST JERSEY RAILROAD COMPANY,
Treasurer's Office,
Camden, August 10, 1870.
The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, payable, clear of national tax, to the stockholders of this date, on and after TUESDAY, August 16, 1870, at the office of the Treasurer, in Camden N. J.
The stock transfer books will be closed from the date hereof until Tuesday, 16th instant.
GEORGE J. ROBBINS,
8 11 5t Treasurer W. J. R. R.

☞ STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
(4 15tf4)
No. 1006 CHESNUT STREET.

☞ OFFICE OF THE DALZELL PETROLEUM COMPANY, No. 218½ WALNUT Street—Room 17.
Philadelphia, Aug. 9, 1870.
The Directors have this day declared a dividend of FIVE PER CENT.
(being ten cents per share) on the capital stock of the Company, clear of State taxes, payable on and after the 25th inst.
The transfer books will be closed from August 18th to 26th.
M. B. KELLY,
8 10 14t* Treasurer

COPARTNERSHIPS.

THE FIRM OF CORNELIUS & BAKER HAVING been dissolved, the undersigned have formed a copartnership under the name of BAKER, ARNOLD & CO., for the manufacture and sale of Gas Fixtures.
Manufactory S. W. corner TWELFTH and BROWN Streets. Salesrooms at the old stand, No. 710 CHESNUT Street.
WILLIAM C. BAKER,
CRAWFORD ARNOLD,
ROBERT C. BAKER.
Philadelphia July 1, 1870. 8 15 6t

LOST.

LOST—BETWEEN BALTIMORE DEPOT AND Fifteenth and Filbert streets, a BROWN POCKET-BOOK, containing a small sum of money and a season ticket on the P., W. & B. R. R. $5 reward will be paid for its return to No. 323 CHESTNUT Street.
T. S. HUNN.

STOCKTON HOUSE,
Cape May, N. J.,
WILL REMAIN OPEN UNTIL SEPTEMBER 15.
TERMS.—To September 1, $4·50 per day: $28 per week. From September 1, $3·50 per day: $21 per week.
CHARLES DUFFY,
PROPRIETOR,
Formerly of the Continental Hotel,
8 15 1m Philadelphia.

SPECTACLES,
Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing Instruments, at reduced prices.
JAMES W. QUEEN & CO.,
No. 924 CHESNUT Street,
7 29 mwf4p PHILADELPHIA.

DEATH OF FARRAGUT.

Continued from the First Page.

ney again. The journey was made on a special train, and by easy stages. On arriving at New York he took up his residence in the commodious and comfortable dwelling presented to him by public subscription some years before, as a slight recognition of his great services to the country. For some time after his return he was confined to his house, but in January last he was able to journey to Portland, Maine, to superintend the naval portion of the funeral services of the late George Peabody, Esq.

This was his last appearance before the public in an official capacity. He subsequently proceeded to Washington, where he remained for some time, being again prostrated by ill health, and brought almost to death's doors. A few weeks ago he left the capital and went to Portsmouth, New Hampshire, as the guest of Commodore Alexander M. Pennock, the commandant of the Navy Yard there. Again prostrated by a complication of bodily infirmities, the country for some days past has been in mementary expectation of the announcement of his death.

His Services and Character.

Entering the navy originally on December 17, 1810, Admiral Farragut devoted nearly sixty years to the service of his country. During this unusually long period he saw a total sea service of twenty-five years, was on shore or other duty eighteen years and ten months, and unemployed less than sixteen years—a record which has seldom been equalled in the navy of any country in the world.

By his death the nation loses a naval hero who will rank with the greatest of the great men of history who have won fame and honor by their gallant deeds upon the mighty deep. As a naval commander he was undoubtedly the first of the age, and he was not only familiar with the technicalities of his profession, but was endowed with an original genius and a faculty of doing the right thing in the right way that made his career as commander of the West Gulf Squadron a succession of victories. Admiral Farragut was a sailor of the old school; he was inspired by all the traditional glories of the navy and by that *esprit de corps* that makes the old officers of the service esteem the privilege of being connected with the United States navy the extremest felicity that can be enjoyed by degenerate humanity, but he was very far indeed from being anything of an old fogy, and he was as alive to the importance of using all the latest improvements in naval warfare as the youngest officer under his command. Fertile in resources himself, he was eager to seize upon any means that presented for carrying out his designs in the most expeditious manner, and he never made any such blunder as that committed by another of our naval commanders, of allowing a distrust of such new-fangled affairs as the monitors to induce him to hesitate about demonstrating their efficiency in the most thorough manner possible. His history is a record of the most brilliant achievements of the navy during the war for the suppression of the Rebellion, and his selection as commander of the West Gulf Squadron and as the leader in the attacks upon New Orleans and Mobile was as creditable to the Navy Department as it was fortunate for the country.

Admiral Farragut, however, was something more than a great naval commander. He was a modest, warm-hearted, and whole-souled gentleman. He was one of those men who never appear to grow old, and although sixty years of age when he assumed command of the fleet in the Gulf, his eye was as bright and his step as active as the youngest midshipman in his fleet. A strict disciplinarian, as he was in duty bound to be, Admiral Farragut never found it necessary to support his dignity by a haughty or imperious demeanor, and his genial and affable manners towards every one, from the highest officer to the lowest sailor in his fleet, made their sentiments towards him partake of personal affection, and there was not an officer of the navy who was more beloved by those under his command than this fine old hero. As modest as he was brave and skilful, Admiral Farragut never trumpeted his own praises, never used his great influence to push himself or his friends into notice, never attempted to manipulate the navy to suit his own private ends, but was content to wear with quiet dignity the laurels he had won, and to strictly mind his own business, thereby setting an example that some of his contemporaries in the naval service might imitate with advantage. A man of men, Admiral Farragut will be mourned more sincerely than almost any other public man of the day, and by his death the navy loses its brightest ornament and the country a hero without fear and without reproach.

THE DEATH SCENE.

Last Hours of the Gallant Old Sailor—A Day of Sorrow in Portsmouth.

PORTSMOUTH, N. H., Aug. 14.—Old Admiral Farragut, the great naval hero of the American nation, is dead. After a lingering illness of several weeks, the past few days of which death has been momentarily expected, he passed away calmly and almost imperceptibly at precisely twelve o'clock to-day. As is well wel known, the Admiral had been slowly but surely declining for several months; but his spells of indisposition had been so numerous since his retirement from active service that his friends, until very recently, had strong faith that his powerful constitution and indomitable will would prove an effectual foundation for future health and usefulness. When the warm weather commenced his characteristic strength began to be superseded by a growing weakness, the immediate cause of which was a chronic affection of the heart. Thinking, perhaps, that the invigorating influences of mountain and sea air combined would prove a panacea for his ills, he came hither on the 4th of July last, the sixty-ninth and last anniversary of his birth. He was brought in the United States steamer Tallapoosa, and was accompanied by Surgeon McMasters, who was with him during his cruise on board the old frigate Franklin, and who was specially detailed by the Navy Department to attend him during his indisposition. The Admiral was very low upon his arrival, and was at once conveyed to the residence of Commandant Pennock, of the navy yard here, where his last days have been rendered as comfortable as lay within the power of human and medical skill to make them. He continued to grow feebler immediately upon his arrival, and his disease seemed to be as surely as it was slowly destroying his every vitality. He had not been able to walk for upwards of five weeks, and only on one or two occasions had he encountered the fatigue of a short carriage ride.

It was, however, not until Tuesday last that his malady threatened to prove fatal. Early that day he was suddenly stricken with paralysis, and he never spoke again, and the only muscles which he seemed to have control over were those of the face. Several times it was thought he was dying, and on Friday it was actually believed that the spark of life had fled. Telegrams announcing the sad intelligence were written, but pending the departure of the messenger to the telegraph office signs of life returned and remained until noon to-day, when the spirit of the gallant old sailor was borne gently away. There were present at the time of his death Lieutenant Loyal Farragut, son of the deceased, also Dr. Gauger, his father-in-law, Surgeons McMasters and Metcalf, and Commandant Pennock and several members of his family.

The loss of one so brave, so simple and unostentatious in demeanor, and one who had done so much in the hour of the nation's greatest peril, has cast a universal gloom of sadness over this community, as it will over the whole country when this announcement is read. Minute guns have been fired during the afternoon; the flags everywhere are displayed at half-mast, the bells of the city churches have been tolled, and to-morrow the public grief will be further manifested by a general display of crape and other emblems of mourning.

The remains are now packed in ice, where they will remain until Wednesday, at 12 o'clock, when brief funeral services will take place at St. John's (Episcopal) Church. Afterwards the body will be placed in the tomb beneath the church and remain there until the relatives decide what final disposition shall be made of them.—*N. Y. Herald.*

CITY INTELLIGENCE.

MARINE.—About 4 o'clock yesterday river thieves boarded the schooner laying at Poplar street wharf, and entering the cabin took from the pantaloons of the captain $90. Searching around they found in a vest belonging to the mate $14, with all of which they decamped.

CHICKENS.—A lad named Sweeney, aged 13 years, was arrested at the fire at Bergdoll & Psotta's brewery last evening, whilst engaged in robbing a hen-roost. He was taken before Alderman Alexander, who held him in $300 bail to answer.

BATHERS.—The Schuylkill Harbor force on Saturday and yesterday arrested eight persons for bathing in the Schuylkill above the dam.

THE SCHUETZEN PARK.

Its Dedication To-day—A Fine Display of Our German Citizens—The Parade, Etc.

The weather to-day has proved most favorable for the dedication of the new Schuetzen Park on Indian Queen lane. Our German citizens had made extensive arrangements for the occasion, and the display made has equalled the most sanguine expectations.

The various societies intending to participate in the parade assembled at 8 o'clock, on York avenue, north of Willow street, and all being in readiness marched in the following order, under the marshalship of General John F. Ballier, with Colonel Louis T. Ladner as Special Aid, and V. Baitz, G. A. Burger, and J. Valer as General Aids:—

In the First Division were the officers of the Philadelphia Rifle Corps, in carriages, band, riflemen with arms, visiting riflemen with arms, riflemen without arms.

Second Division.—Marshal and aids.—Band. Musical associations—Aurora, Teutonia, Sængerbund, Schiller, Mænnerchor, Schweizer Mænnerchor.

Third Division.—Marshal and aids.—Band. Cæcilia Gesang Verein, Germania G. Verein, Beethoven Leiderkranz, Beethoven Mænnerchor, Mozart Gesang Verein, Quartette Club, Polhymnia, Camden Mænnerchor, Germantown Mænnerchor.

Fourth Division.—Marshal and Aids.—Band. Liedertafel, Liederkranz, Philadelphia Turners, Germania Turn Verein, Turner Rifles, ladies of the Schuetzen Vereins in carriages, with two flags.

Fifth Division.—In carriages.—Marshal.—Band., Mænnerchor, Junger Mænnerchor, Sængerbund Harmonie, carriages with Riflemen, carriages containing Sænger, carriages containing Turners.

The various societies carried banners and other emblems of their nationality. A number of young ladies in carriages were also in the line, which moved over the following route:—

Green to Fourth; Fourth to Vine; Vine to Sixth; Sixth to Arch; Arch to Tenth; Tenth to Chesnut; Chesnut to Third; Third to Coates; Coates to Franklin, and Franklin street to the Norristown Railroad depot, where they embarked for the grounds.

The Dedicatory Ceremonies.

Arriving on the grounds, the dedicatory ceremonies commenced with a presentation of colors for the place by the ladies. A banquet was then partaken of, at which at least one thousand people were seated.

After the usual preliminaries, G. Kellner, Esq., delivered an oration in German, of which the following is an abstract:—

"'On the mountain dwelleth freedom,'" saith Schiller, and it was Switzerland with its Alpine pinacles to which he referred. In that country freedom had found refuge from the despots of France, Germany and Italy. There the foemen of these three nations joined hands, and on the Rutli they formed the first Schuetzen-bund. The free Alps, Switzerland are the real birth-place and cradle of these corporations of marksmen. Archery, and the experience in the use of arms of the freeman, originally the same thing, is truly a German trait. My house, my cattle, was the motto of the free Germans and the free Anglo-Saxons, but it was Switzerland that first sounded the battle cry "My country, my cattle;" and truly does she stand, a proud national castle, with her towers of glittering glacers, with her gigantic Alpine breastworks and her mountain bastions, of which the poet Herweg says:—

> "Land of hope, in which the mountains,
> Freedom's columns, stately, grand,
> As of purest gold and silver
> By the Lord's hand cast, do stand."

"The great German cities were the birthplaces of industry and commerce and of all the arts and sciences of peace. They were the cradles of the modern times, in which free burghers defended the freedom of the people against all despotic oppressors, whom they defeated and humiliated on the land by their great union of cities, and on the seas by the great Hansabund. There, too, it was the system of archery, the exercise in the use of arms, of every free citizen which brought about these great victories, and which made citizenship the directing power of modern civilization.

"Then came into existence France, which became the mother of absolute despotism, and at the same time that of the standing armies of hirelings, of standing revenues which began with the levying of taxes upon the necessaries of life, and even upon salt. In those dark times of oppression it was the institution of the sharpshooters, the German Schuetzen associations, which cultivated and maintained the spirit for freedom of man and power of self-defense, until they at length grew into those large associations which in great national Schuetzenfests in Germany, like those in Switzerland, gave the watchword of the free and united Fatherland to all German countries, a cry which preceded, like a signal of battle, the mighty deeds, the grim play of battle, of the bold Bismarck with his iron dice at Sadowa then, and now at Woerth and Hagenau in front of Metz. Yes, glorious is the origin and history of the German system of archery. Upon our banners are inscribed the best deeds of our forefathers and of the present time, with which it is intimately connected. These glorious banners we now unfurl in our dear adopted fatherland, the true empire of freedom. These banners do we now unfurl in the city where the cradle of American independence stood, and here upon this spot which will be dedicated to all that is lofty, good, and beautiful in the art of the Schuetzen, they shall wave at the side of the proud stars and stripes, to whose service they will be offered now and forever."

The speaker, after eloquently referring to the progress made by this city and by citizens of Germany, concluded by saying:—"On this spot the noble art of the Schuetzen shall give an example how the citizen can perfect himself for the defense of his country.

"All, all are invited to join this movement, and so now do we dedicate this spot and these halls. May peace dwell on these grounds, and peace reign over all the country for all time. And though the hand of the Schuetzen learns here to send the bullet in the centrum, may he never in civil war, but only in the fight against a foreign oppressor, be obliged to send his sure ball into the heart of the enemy.

"Thorough knowledge in the exercise of the arms is the watchward of every freeman. It is ours, for in the hour of danger it is said—

> "Powder and ball
> Frees all.
> Marksman, with steady hand,
> Advance for the Fatherland."

M. Richards Muckle, Esq., followed Dr. Kellner in an extended speech, in which he gave a history of the Philadelphia Schuetzen Verein from the date of its organization, November 20, 1836, down to the present time, in which he spoke of the many disadvantages the society had labored under in the procuring of grounds for their accommodation. With reference to rifle practice, the speaker said:—"Where would republican Switzerland to-day be as a nation, completely surrounded by monarchies who long have been anxious to swallow her, and efface her good old heroic name from the map of the world, were she not protected as she is, first by her gigantic ever-snow-clad mountains, which form her natural barriers and fortifications, but more particularly to the ever-faithful rifle, so adroitly used in the hands of every Swiss male, and even, if necessary, by even the women and children? The rifle is looked upon as their greatest friend—next to wife and child—hence the nation requires no large standing armies to encourage idleness and grind down a nation with taxation. When external trouble comes, the nation rises as one man, and its 3,000,000 of inhabitants present one of the most experienced and trained body of marksmen the world has ever beheld."

In conclusion Mr. Muckle said:—

"Ladies and gentlemen, in conclusion permit me to address you for a few moments on a subject in which we are interested. Our friends of the Schuetzen Verein have with commendable liberality, at immense expense, prepared for themselves and for their friends a magnificent place, which it is designed shall not only be used by them for the purposes of the club, but also for all of us. It is here that we can visit with our families, and spend a day in rational pleasure, unmolested. It is here where we expect hereafter all our grand festivities to be held—such as Sængerfests, Turner festivals, society picnics, and last, though not least, family picnics.

"They need our encouragement and assistance in further improving and beautifying these grounds. Much has already been effected, but much remains to be done, to place the grounds in a condition complete throughout. Let us assist in swelling the ranks of their organization by new and worthy members. Let all endeavor to make this the favorite resort of families, as well as associations, and the park this day opened to the public use will speedily gain popularity and become the choice retreat of the citizens of Philadelphia.

"The character of our German population is extensive and favorably known throughout the length and breadth of our land.

"Famed for their industry and perseverance, skill and good citizenship, and respected as a most valuable acquisition to the population of our beloved, and to them adopted, country, we hail them with joy and open arms upon our shores.

We give them our fullest sympathies, consolation and aid for the cause in which their friends in the Fatherland are now battling, wishing them Victory! Victory! Victory! in the great contest in which they are now engaged."

The banquet concluded, the various marksmen then participated in shooting at a target.

These festivities will be continued to-morrow, Wednesday and Thursday.

PUBLIC BEQUESTS.—The will of Martha Isabella Keate, deceased, admitted to probate this morning, contains the following public bequests:—

To the Asylum for Indigent Widows and Single Women, twenty-six shares of stock in the Philadelphia, Germantown and Norristown Railroad Company and twelve shares of stock in the Kensington National Bank.

To Trinity Protestant Episcopal Church, $500.

To the Dorcas Society of Trinity P. E. Church, $500.

THE CALEDONIANS.—The Caledonian Club of this city assembled at their headquarters this morning at half-past 7 o'clock, and having formed in line, proceeded, under the marshalship of Chief Alexander Gibb, to Oakdale Park, where the day will be spent in the usual manner. Donald Dinnie, the champion Scottish athlete, was in the line, and attracted considerable attention. He, as well as all the members of the organization, was dressed in the full Highland uniform. The sports of the day will consist of putting the stone, standing jump, throwing the hammer, running high leap, short race, running hop, step, and jump; sack race (once around), Highland fling, egg race, vaulting with the pole, sword dance, hurdle race, standing high leap, long race, sack race (boys under 14 years of age, quoits (played outside the circle). The games are open to all competitors who regularly enter, and are all solely under the control of the Committee of Arrangements. Prizes will be given for each game, in all of which Donald Dinnie will participate.

A SCOUNDREL.—A party, at present unknown, yesterday entered the residence No. 2043 Callowhill street, where a death had occurred, and desired to know as to what church the deceased person belonged. He was answered "Presbyterian:" whereupon he represented that he was an "Elder," and, as the family were poor, he would see that the funeral expenses would be light. Accordingly, he commenced counting the cost, and informed them that he would furnish the coffin and all other necessaries for $11·75. The sum asked was furnished him. He disappeared, since when he has not been seen.

DISORDERLIES.—Three disorderly characters, named Charles Hinkle, William H. Lewis, and Alfred Flick, were yesterday arrested on Broad street for assaulting pedestrians. On being searched at the station house a blackjack was found on the person of Lewis. Alderman Massey held each in $600 to answer.

JUVENILE DEPRAVITY.—On Saturday a youth named John Smith entered the drinkery of Michael Moran, at Seventh and Alaska streets, and stole from the money drawer $18. Being detected he was handed over to an officer and taken before Alderman Bonsall. John now resides in Moyamensing.

PUGILISTIC.—An intoxicated character named Frank Heap was arrested yesterday at New Market and Callowhill streets for committing an assault and battery upon a citizen. Frank, who prides himself upon his pugilistic attainments, was sent to "Hotel de Perkins" by Alderman Cahill.

DESERVING OF NOTICE.—Officers Mulhern and Gillen yesterday rescued a husband, wife, and child from a burning building at Thirtieth and Market streets. Had it not been for the timely action of the officers named, they would have been burned to death.

ROBBED HIS SISTER.—Sergeant Duffie on Saturday arrested an ebony-hued individual named John H. Moore on the charge of having stolen a pocket-book, containing $12 and a lot of pawntickets, from his sister. Alderman Morrow sent him to prison.

THEFT OF A WHIP.—Peter Jones was on Saturday sent to prison by Alderman Godbou on the charge of having stolen a whip from a lager beer truck at Arch street ferry. Peter, who is what is termed a "wharf rat," purloined the article in order to obtain some liquor.

CAUGHT.—An individual named Ephraim Kemble on Saturday stole a pair of gaiters from a store on Third street, below German. Subsequently Ephraim was arrested by Sergeant Gilchrist, and Alderman Toland sent him to the City Hotel, Eleventh street and Passyunk road.

FATAL RESULT.—John L. Smith, the member of the Philadelphia Hose Company who was injured at the fire at Race and Crown streets, died this morning at the Pennsylvania Hospital from the effects of the injuries he then sustained.

TILL TAPPER.—A lad named James Cunliff was arrested on Saturday for tapping the money drawer of the drinking saloon of T. Lafferty, at Front and Christian streets. Alderman Lutz committed him to prison.

GAITERS.—Anna E. Davis and Rosanna Tyler were on Saturday sent to prison by Alderman Moore for the theft of some gaiters from the stand in front of a store on South street, above Fifth.

BURGLARY.—Last night the residence of Frederick Sting, No. 1233 North Front street, was entered and robbed of $800 in city sixes, three of the denomination of $200 and two of $100.

DROWNED.—About 7 o'clock yesterday morning Thomas Cook, aged twenty-six years, was drowned off the steam barge Benj. Miner, near Greenwich Point.

LEGAL INTELLIGENCE.

Opening of the Term.

United States District Court—Judge Cadwalader.

This morning the August term of this court was opened by Judge Cadwalader. It is believed that there is but little business to engage the court this term, and therefore the session will be a short one. The petit jury was organized, and discharged until to-morrow morning. Dr. George Smith, of Darby, was appointed foreman of the Grand Jury, which body the Judge instructed in a very few words, desiring them to act upon matters laid before them as quickly as possible, as the petit jury was dependent upon them for business.

The following gentlemen compose the Grand Jury:—John A. Bartruff, Thomas Brown, George W. Brown, Charles Carson, Benjamin B. Craycroft, John J. Dovey, Philip Dulot, Henry G. Gross, William A. Griswold, Daniel B. Hass, James Jones, Edw. Maul, Robert J. Mercer, Norton C. McIlvaine, George Merkle, Robert W. Gwink, John P. Slocum, Thomas Thomas, and Richard Wright.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, Aug. 15, 1870.

The week opens with a moderately easy and remarkably quiet money market. The supply of funds on call is very abundant at 5@6 per cent. Discounts are in moderate demand, though there is less activity in this direction than usual at this season, the uncertainty as to the final results upon our outward trade of the existing war having checked the movements of operators in many departments. There is an entire absence of speculation either in trade or stocks at the present time, but a complete change may result on the reception of the news of another battle.

Rates for all kinds of accommodations are firm, but not materially changed from those of last week.

Gold fell on the report of further Prussian victories. Sales opened at 117⅛, and declined to 116⅞.

Government bonds are quiet and prices are slightly off.

Stocks were more active and a better feeling pervaded the board. Sales of City 6s at 101⅞ for the new bonds.

Reading Railroad sold up to 48⅛@48 3-16; Pennsylvania was steady, with sales at 58⅜, and Oil Creek and Allegheny at 45. 26 was bid for Philadelphia and Erie and 37½ for Catawissa preferred.

In Canal stocks there were sales of Lehigh at 34⅛. 17½ b. o. was bid for Schuylkill preferred. The balance of the list was steady but quiet.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$13300 City 6s, New.101⅞	50 sh O C& A R.... 45
$2000 O C & A R bds ... lots.... 80	59 sh Read R.ls.48 3-16
2 sh Penna R..... 58⅜	100 do.......... 48⅛
424 do.......ls. 58⅜	100 do.....c.48 1-16
5 do... c. 58⅜	100 do.......c. 48⅛
4 sh Cam & Am R.116	40 do....s5.48 3-16
200 sh Leh N.ls.b10. 34⅛	300 do... b5&i. 48⅛
100 do.....b10. 34⅛	100 do... b5.48 3-16
100 do.....b15. 34⅛	100 do.......c. 48⅛

BETWEEN BOARDS.

$500 Leh 6s gold l... 89	100 sh Read.b5&i.48 3-16
$1000 Phila & E 7s.. 88	100 do..2d&i.48 3-16
$1000 Phil & E 6s.. 93	200 do.. &in.48 3-16
20 sh N Pa R ..2d. 40½	100 do .2d&i.48 3-16
2 do......2d. 40½	22 sh Leh V R..... 57⅜

SECOND BOARD.

$2000 C & A m 6s,89 95⅛	100 sh Read .2d&i.48 3-16
$3000 Sun & E 7s...103	100 do.b5&n.48 3-16
$2000 Leh 6s, '84.... 83	100 do.b5wn&i.48 3-16
$5000 W Jer 6s...,b5. 91	

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M. 117⅛	10·19 A. M. 116⅞
10·05 " 117⅛	10 27 " 116⅞
10·09 " 117⅛	12·27 P. M. 116⅞
10·18 " 117	

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 114⅛@114⅜; 5-20s of 1862, 111⅛@111⅜; do. 1864, 110⅛@110⅜; do. Nov. 1865, 110⅛@110⅜; do. do., July, 109⅛@109⅜; do. do., 1867, 109⅜@110⅛; do. 1868, 109⅜@110⅛; 10-40s, 107⅜@108; Pacifics, 111⅛@112⅛. Gold, 116⅞.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114⅛@114⅜; do. 1862, 111⅛@111⅜; do. 1864, 110⅛@110⅜; do. 1865, 110⅛@110⅜; do. 1865, new, 109⅛@109⅜; do. 1867, do. 109⅛@110; do. 1868, do. 109⅜@110; 10-40s, 107⅛@107⅜. U. S. 30 Year 6 per cent. Currency, 111⅛@112⅛; Due Comp. Int. Notes, 19; Gold, 116⅞@117; Silver, 111@114; Union Pacific Railroad 1st Mort. Bonds, 820@830; Central Pacific Railroad, 865@870; Union Pacific Land Grant Bonds, 755@770.

MESSRS. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 114⅛@114⅜; 5-20s of 1862, 111⅛@111⅜; do. 1864, 110⅛@110⅜; do. 1865, 110⅛@111; do., July, 1865, 109⅛@110; do., July, 1867, 109⅛@110; do. July, 1868, 109⅛@110; 5s, 10-40, 107⅜@108; U. S Pacific RR. Cur. 6s, 112@113. Gold, 116⅞@116⅞.

Philadelphia Trade Report.

MONDAY, Aug. 15.—The receipts of Flour continue light and the stocks greatly reduced, hence holders are not disposed to make concessions. The demand is limited and confined to the wants of the local trade, who purchased a few hundred barrels, including superfine at $5·50@5·75; extras at $6@6·25; Iowa, Wisconsin and Minnesota extra family at $6·50@6·75; Pennsylvania do. do. at $7@7·50; Indiana and Ohio do. do. at $7@7·75, and fancy brands at $8@8·75, as in quality. Prices of Corn Meal are nominal. 100 barrels Rye Flour sold at $6.

The Wheat market is dull and depressed, and we reduce our quotations 3c. per bushel. Sales of 5000 bushels new Indiana and Ohio red at $1·40@1·45, and 1000 bushels new Western do. on private terms. Rye may be quoted at $1·03@1·05 for Western and Pennsylvania. Corn is dull and weak. Sales of Western and Pennsylvania yellow at $1@1·05, and Western mixed at 94@98c. Oats are quiet. Sales of old Pennsylvania at 58@62c., and new at 51@53c.

Nothing doing in Barley or Malt.

Seeds.—The first lot of new Cloverseed this season was received by P. B. Mingle & Co., and was offered at $9. Timothy is in demand at $4·75@5.

Whisky is dull, and cannot be quoted over 98c.@$1 for Western iron-bound.

Philadelphia Cattle Market.

MONDAY, Aug. 15.—The market for beef cattle was exceedingly dull, and prices show a falling off as compared with last week. Receipts, 2714 head. Prices ranged as follows:—Common, 5@6c.; fair to good, 6½@7½c., and prime to choice, 8@9½c. per lb. gross.

Head.
140 Owen Smith, Western, 6@9.
150 John Smyth & Bro., do., 7@9.
55 Dennis Smyth, do., 7@8½.
50 A. Christy, Virginia, 7@8½.
50 J. Christy, do., 7½@8¾.
20 Dengler & McCleese, do., 6@7.
100 P. McFillen, do., 6@9½.
77 P. Hathaway, do, 7½@9.
68 J. S. Kirk, do., 7@8.
38 B. McFillen, Western, 7@8.
85 J. McFillen, do., 7½@8½.
34 E. S. McFillen, do., 8@9.
77 Ullman & Bachman, do., 8@9.
375 J. J. Martin & Co., do., 6@8½.
150 Mooney & Miller, do., 7½@9½.
90 Thomas Mooney & Bro., do., 7@9.
65 H. Chain, do., 6½@8.
45 Joseph Chain, do., 6½@7½.
62 J. & L. Frank, do., 7@8.
64 Gus. Schamberg, do., 7½@8½.
75 Hope & Co., do., 7½@8½.
58 H. Frank, do., 7½@8½.
24 B. Baldwin, do., 5½@8.
33 James Clemsen, do., 7½@8.
27 A. Kemble, Chester co., 5@8½.
74 L. Horne, W. D., 5½@8½.
175 John McArdle, do., 6@9.
100 R. Maynes, Western, 5@8.
70 Blum & Co., Virginia, 6@8.
80 Elcon, do., 6@8½.
30 W. Dryfous, do., 5½@6½.
31 Blumenthal, do., 5½@6½.
28 S. Frank, Illinois, 6@7.
40 Charles Welker, Virginia, 5@6.
39 Yarnell, Delaware, 6@8½.
25 Temkins, Western, 6@6½.
80 James Aull, do., 6@7.

Cows and Calves—The market is without special change. Receipts 150 head, ranging from $45 to $75.

Sheep were dull and rather lower. Receipts 15,000, ranging from 5c. to 5½c. Stock sheep sold at $1·50@ [illegible]

Hogs were quiet, with receipts of 3000. Sales at 13½@13¾c. The demand was light.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(By Telegraph.)

NEW YORK, Aug. 15.—Arrived, steamship Nevada, from Liverpool.

PORT OF PHILADELPHIA..............AUGUST 15

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M........68 | 11 A. M........80 | 2 P. M........84

CLEARED THIS MORNING.

Steamer M. Massey, Smith, New York, W. M. Baird & Co.
Steamer Novelty, Shaw, New York, do.
Steamer Panther, Miller, Boston, J. S. Hilles.
Br. bark Larissa, Yeamans, Cork for orders, L. Westergaard & Co.
Brig Alice Lea, Foster, Bilboa, Jose de Bessa Guimaraes.
Br. brig James Murchin, C. Cates, St. Marys, Fla., B. Crawley & Co.
Schr Statesman, J. W. Cates, Boston, do.
Schr E. Sinnickson, Winsmore, Dighton, Sinnickson & Co.
Schr Jos. Maxfield, May, Weymouth, do.
Schr Pedro A. Grau, Lake, Marblehead, do.

ARRIVED THIS MORNING.

Steamer Rattlesnake, Winnett, from Boston, in ballast to J. S. Hilles.
Steamer Leopard, Hughes, from Boston, in ballast to John S. Hilles.
Steamer W. Whilldin, Riggans, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Steamer J. S. Shriver, Webb, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Steamer F. Franklin, Pierson, 11 hours from Sassafras River, with mdse. to A. Groves, Jr.
Steamer B. Meinder, Passwater, from Sassafras River, with mdse. to captain.
Steamer United, Rider, from Georgetown, D. C., in ballast to Chas. Haslam & Co.
Brig Ellen P. Stewart, Hess, from East Harbor, Turks Island, with salt to Alex. Kerr & Bro.
Schr Farragut, Clark, 13 days from St. John, N.B., with spruce deals to D. Trump, Son & Co.—vessel to Sauder & Adams.
Schr Quoddy, Fanning, 14 days from St. John, N. B., with laths to ——; vessel to Souder & Adams.
Schr John Stroup, Crawford, 5 days from Boston, with ice to Penn Ice Co.
Schr Hattie Paige, Haley, from Kennebec, with ice to Knickerbocker Ice Co.
Schr S. A. Boice, Adams, from Bristol, R. I.
Schr L. A. Bennett, Lawson, from Hartford.
Schr Lamartine, Butler, from Providence.

WENT TO SEA.

Mr. Samuel Schellinger, pilot, reports ship Virginia, for Rotterdam, having gone to sea yesterday morning; bark Rebecca Carnana, for Gibraltar, and barkentine Veteran, for Cronstadt, yesterday afternoon. Beating in the Capes at noon, a herm. brig, name not ascertained.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Aug. 15.—The following boats left this morning in tow:—

H. J. McAleer, with wheat and corn to T. Barnes.
Catharine, with wheat and oats to Hoffman & Kennedy.
Hopewell, with lumber to Patterson & Lippincott.
J. M. Rhine, with bark to Keen & Coates.
C. Blackwell, with lumber, for Chester.
Paul Rider and Coal and Iron Co., with coal, for Wilmington, Del.
Pa. Coal and Trans. Co., with coal, for Chester.

MEMORANDA.

Br. steamer Tarifa, Murphy, from Liverpool and Queenstown via Boston, arrived at New York yesterday.
Steamers Bienville, Baker, and St. Louis, Whitehead, from New Orleans; and Herman Livingston, Chessman, from Savannah, arrived at New York yesterday.
Steamer Fanita, Freeman, hence, at New York yesterday.
Schr James Valdren, Cavalet, from Norwich for Philadelphia, put in at New York yesterday for a harbor.
Schrs Ira Bliss, Hudson, from Providence for Philadelphia; James Meldon, Clever, and J. P. Cake, Endicott, from Norwich for do.; Jos. Potter, Pierce, from New London for do.; Susan McDevitt, McDevitt, from Hartford for do.; E. F. Meany, Lewis, from Portland, Conn., for do.; Alexander, Baker, fm New Haven for do.; G. R. Murney, Murney, from Bridgeport for do.; and J. Price, Nickerson, hence for Boston, passed through Hell Gate yesterday.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
FARR & BROTHER, Makers,
325 wfm§ No. 324 CHESNUT Street, below Fourth.

THIRD EDITION

FROM THE SEAT OF WAR

Proclamation of Napoleon.

Metz Must not be Taken

French Telegraphing Suspended.

LATEST FROM WASHINGTON.

Porter to Succeed Farragut.

Recruits for the Army

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Proclamation of Napoleon.

METZ, Aug. 14—8·10 A. M.—The Prefect of the Moselle telegraphs the following to the Minister of the Interior:—The Emperor left to-day at two o'clock for Verdun, accompanied by the Prince Imperial.

Before leaving, his Majesty issued the following proclamation:—"On quitting you to fight the invaders, I confide to your patriotism the defense of this great city. You will never allow the enemy to take possession of this bulwark of France, and I trust you will rival the army in loyalty and courage. I shall ever remember with gratitude the reception I have found within your walls, and I hope that in more joyous times I may be able to return to thank you for your noble conduct."

Muhlhausen in the Hands of the French.

PARIS, Aug. 15.—The city of Muhlhausen is still in the hands of the French.

Events at Kiel.

LONDON, Aug. 15.—Great events are expected at Kiel immediately.

The Defenses of Paris.

PARIS, Aug. 15.—The *Opinion Nationale* computes the force for the defense of Paris at 130,000 men. Six hundred guns are mounted.

Telegraphing in France.

LONDON, Aug. 15.—The French administration have given notice that the transmission of all private telegrams, both for and through France, is now suspended. Messages for Spain and Portugal may be transmitted outside of France by way of the Falmouth and Gibraltar cable.

LONDON, Aug. 15—2 P. M.—The French order in regard to telegrams has been considerably modified. It is now announced that private telegrams can be accepted for and through France except for the following departments:—Moselle, Bas-Rhin, Vosges, Haute-Rhin, Haute-Marne, Meurthe, Marne, Meuse-Haute, and Savone.

PARIS, Aug. 15.—Last evening, at 8 o'clock, by order of the Government, all telegraphing throughout the French empire was suspended. This morning at 9 o'clock these restrictions were again removed.

Ship News.

QUEENSTOWN, Aug. 15.—The steamship Manhattan, of Guion's line, from New York for Liverpool, arrived here to-day.

LONDON, Aug. 15.—Ten days, and not fifteen, as at first reported, has been accorded neutral ships to quit German blockaded ports.

This Afternoon's Quotations.

LONDON, Aug. 15—12·30 P. M.—The Corn market is drooping. English Wheat is now quoted at a decline of 2@3s.

FROM WASHINGTON.

Recruits for the Army.

Despatch to the Associated Press.

WASHINGTON, Aug. 15.—The Superintendent of the General Recruiting Service at New York has been directed to prepare detachments of convenient size of recruits which may become disposable at Fort Columbus, and to forward them for assignment to the 3d United States Artillery, as follows:—Fifty to Fort Pulaski, Florida, and one hundred and fifty to Fort Jefferson, Florida, at such time as it can be done with safety. Two hundred mounted recruits are to be sent from Carlisle Barracks to Fort Leavenworth, Kansas, for assignment to the 8th Cavalry.

Military Orders.

Captain Garrick Mallery, unassigned, is ordered to Fort Whipple, Va., for duty connected with the Signal Office. At their own requests under the provisions of the act of July 15, 1870, the following officers are honorably discharged the United States service, viz.:—Captains Charles D. Wood, Eugene W. Sheibner, David Parkingson, and First Lieutenant Elias H. Parsons, unassigned, and First Lieutenant Henry B. Ledyard, 4th United States Artillery.

New Revenue Steamers.

Contracts for building the our new revenue steamers have been awarded to the following persons, viz:—Iron propeller, of 350 tons, to Messrs. Pusey, Jones & Co., of Wilmington, Del., amount, $75,000; two iron propellers of 250 tons each, to David Bell, of Buffalo, N. Y., amount, $55,000 each; iron side-wheel steamer of 250 tons to Messrs. Dialogue & Wood, of Camden, N. J., for $60,000.

Farragut's Successor.

There is some speculation as to who will succeed Admiral Farragut as Admiral. The act of 1863 establishing the number in each grade of line officers on the active list of the navy says:—"The increase in the respective grades shall be made by selection from the grade next below of officers who have rendered the most efficient service during the war, and who possess the highest professional qualifications and attainments." The only officer in the grade below Admiral is Vice-Admiral Porter.

The Ironclads

Wyandotte, Manhattan, and Ajax, convoyed by the Tuscarora, arrived at Key West on August 14, from New Orleans.

Naval Orders.

Chief Engineer Henry B. Noyes has been ordered to special duty at Philadelphia.

First Assistant Engineer Frilly to the Navy Yard at Norfolk, Va.

General Spinner

has so far recovered that he is attending to business to-day.

Special Despatch to the Evening Telegraph.

WASHINGTON, August 15.

Vice Admiral Porter

Will succeed Farragut as Admiral, and the vacancy caused by Porter's promotion will be filled by a selection of a Vice-Admiral from the following list of Rear-Admiral on active list, viz: Goldsborough, Davis, Godon, Rowan, Lanman, Ridgers, Winslow, Lee, Glisson and Smith.

The McGarraghan Claim.

The Secretary of the Interior has sent a letter to the Commissioner of the General Land Office, directing him to proceed with the application of the New Idria Mining Company of California for a patent to their lands. This settles the McGarraghan claim finally.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,
ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
DREXEL, WINTHROP & Co., | DREXEL, HARJES & Co.
New York. | Paris. [3

CLOTHING.

UP! UP! UP! UP!
Goes the mercury in the Thermometer!
DOWN! DOWN! DOWN! DOWN!
Go the prices of the Superior
Stylish
Splendid
SUMMER SUITS
At the GREAT BROWN HALL of
ROCKHILL & WILSON.
Opportunities are now presented,
Such as you have never enjoyed
In any previous summer
For the purchase of Fine Suits.
Suits of Cheviot,
Suits of Linen Duck,
Suits of Cassimere,
Suits of Drap d'Ete,
Suits of all sorts.
Cheaper than for a long series of years,
Better than you can buy elsewhere,
Satisfactory in every respect.
Don't forget the celebrated
Ten Dollar Scotch Cheviot Suits.
Remember to buy your Summer Clothes at
ROCKHILL & WILSON
GREAT BROWN HALL.
603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO, [6 27tf
FINE READY-MADE CLOTHING.

PATENT RIGHTS FOR SALE.

THE INVENTORS,
AND
Patentees' Bazaar and Salesroom,
No. 529 CHESNUT St.

Rights for the following Patent Machines and Inventions are offered at low figures:—
SHEPARDSON'S BALL CASTOR.—This is the best Furniture Castor extant. The exclusive right to manufacture for the United States will be sold for $2500.
RIGHTER'S BARREL HEAD.—A detachable head whereby the barrels and hoops are left intact. Can be removed and replaced in a few seconds. Invaluable to Shippers of Produce, Grain, etc.
BERKHEISER'S WINDOW JACK FOR PAINTERS AND GLAZIERS.—When folded occupies very little space. It is a good thing, and will sell readily.
We have placed one of Harris' Rotary Two Horse Power Steam Engines in our Bazaar, by which we can show the working of any machine requiring power.
BARBER & CO.,
No. 529 CHESNUT Street,
8 10 wfm3t4p PHILADELPHIA.

GLASS.

WINDOW GLASS.
A FULL STOCK,
Large Assortment of Sizes and Qualities, for sale cheap by
BENJAMIN H. SHOEMAKER,
Nos. 205, 207, 209 and 211 North FOURTH Street,
8 11 6t PHILADELPHIA.

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 S. FIFTH Street,
BELOW WALNUT.
In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of 17 8 tfrp
Phætons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICES.

WATCHES.

C. & A. PEQUIGNOT,
MANUFACTURERS OF
WATCH CASES,
AND DEALERS IN AMERICAN AND FOREIGN
WATCHES,
No. 608 CHESNUT Street.
MANUFACTORY, No. 22 South FIFTH

SEWING MACHINES.

THE
WHEELER & WILSON
SEWING MACHINE,
For Sale on Easy Terms.
NO. 914 CHESNUT STREET.
4 mws§ PHILADELPHIA.

$25,000.—PARTNER WANTED IN AN old-established business that will net that amount per year.
Address, T. J. W.
8 9 "Ledger" Office.

THE CHINESE INVASION OF AMERICA.

From the Pall Mall Gazette.

How would the ancient Roman commonwealth have carried on its affairs, when it ruled over races of every variety of complexion and language and propensities, if, instead of maintaining with the utmost jealousy the several ranks of slaves, freemen, strangers, "municipals," colonists, half-citizens, and whole citizens, it had admitted them at once indiscriminately to all political rights on a footing of perfect equality? Because that is the problem which the republic of the United States, already rivaling in another hemisphere the magnitude and dignity which ancient Rome reached in this, appears to have set itself to solve. And yet Rome had not such inferior varieties of mankind to deal with as America. Classical antiquity knew nothing of "savages." Its acquaintance with the negro races was very imperfect. The peoples over which it ruled were all, or nearly all, "Aryan" or "Semitic." The haughtiest Roman, the subtlest Greek, could not vaunt of any marked physical distinction from the Gaul or Numidian. There were among that motley multitude no such contrasts as that, for instance, between the British colonist and the native of Australia. Or, let us take another instance; for our roving tendencies now bring us acquainted with the strangest and darkest corners of the earth. In the Andaman Islands destiny has brought European superintendents and Hindoo soldiers and convicts into company with a tribe of aborigines who seem to realize the Darwinian theory, and form the "missing link." "They have never been able to settle down," writes an English officer, "and consequently have no dwelling places, nor have formed villages, or deemed cultivation any source of bettering their lives. In other words, they are in the lowest state of humanity, and much resemble in actions the race of a monkey. They see no cause for clothing themselves, of laying by for the future, of attaining knowledge of things foreign, of the principles of communication, of preventing destruction and saving life." What position are we Europeans to assume, as the age of democracy advances, towards creatures such as these? We have discarded the bold philosophy of the Southern whites respecting the negroes: "I say, he ain't the child of Ham, and he ain't the descendant of Noah any more than my horse is. Noah, sir, was a white man, and if he was a white man, and if he had a white wife, as he had, how could he have a nigger child?" Religion tells us that they are in one sense our equals. By repudiating the practice of slavery, we have avowed them to be our equals in another. Are we to complete the doctrine of human equality by admitting them to the suffrage and its attendant rights?

This is a question by no means without practical difficulty to ourselves. In New Zealand, and, as we believe, at the Cape, it has made its way to the surface, and been as yet rather evaded than fully answered. But it is of far greater magnitude in the United States. The original British colonists there, or at least in some of the States, were slow and reluctant in admitting even European new comers to the franchise without some apprenticeship of delay. But the tide of white immigration swept all artificial obstacles away. Then came the wholesale addition of colored freedmen after the recent emancipation. This is as yet an experiment only; and, while the novelty is still at the freshest, it has been proposed in Congress to extend similar political equality to Chinese and to Indians. This has been rejected, or at all events adjourned, the most distinguished partisans of negro rights having joined with some of their own stiffest opponents in repudiating it. And although they exposed themselves thereby to the familiar charge of inconsistency, there can be little doubt they were in the right. Whatever logic may have to say to the contrary, practical wisdom must decide against so grotesque a proceeding as the grant of political rights to the wild Indian, until he has given pledges to society (as some few tribes have) by peaceful habits of some generations. Red Cloud and Spotted Tail are scarcely to be held as yet qualified to elect or to represent. The case of the Chinese is no doubt different. They are orderly and intelligent, the children of an older civilization than ours. Their ancestors dwelt in sumptuous cities or in richly cultivated plains when those of the Puritan fathers wandered the forests, tattooed with blue patterns. They are at all events, it might be said, superior to the negro. But then they are inferior to him in one respect; they have not learned as he has, however imperfectly, to share in the ways and feelings of the great white majority. They are as yet strangers, not in descent only, but in their whole course of life, religious and social. There is therefore no hardship to them, and no abandonment of principle, in requiring of them a considerable amount of preliminary apprenticeship.

Meanwhile, the "almond-eyed Mongolians" are steadily winning their way to citizenship, however delayed, by persevering, dogged industry, and the art of rendering themselves indispensable. In California they form an important section of the population, and are fast accommodating themselves to the habits of the rest of its miscellaneous inhabitants. Even the "religious difficulty" constitutes no very great difficulty with them. Many Chinese stick to the following of Confucius, but numbers are Voltairians and cosmopolites, and a good many Christians. Within these few months, a Chinese native preacher, converted since his arrival, drew large congregations in the streets of San Francisco. But they are no longer confined to the shores of the Pacific. They have already begun to invade the Eastern seaboard, and to meet and underbid our European emigrants on the very coast of the Atlantic. This curious revolution in human affairs is likely to take place from two causes. In the South, the white landowners cannot get rid, any more than our West Indian planters, of the idea of trying experiments in the way of coolie immigration, or quasi-slavery—experiments which have turned out for the most part, for thirty years past, expensive and unsuccessful. They cannot or will not learn that to treat free negroes fairly and pay them regularly will in the long run cost less and produce more than to import foreigners, whom they mainly hope to maintain in a condition of dependence. And some of them are now eagerly endeavoring to bring, not only Chinese, but Indian coolies, and recruits from every corner of the quassi-servile world, into the labor market at New Orleans.

In the North an attempt is being made to introduce the same class of operatives from very different causes. The scarcity and dearness of European immigrant labor in New England, where the population has a constant set westward, and, above all, the exacting spirit of the trades unions, have set this movement on foot. "It has been seriously proposed," so we are informed by the New York *Times*, "to substitute the Mongolian for the European race as domestics; and we are told that the company who are about to construct the Cape Cod Canal also propose to import 5000 Chinese to do the work." "And thus," adds our contemporary, "the legimate descendants of those who came over in the Mayflower will have to contend with the doctrines of Rome on one hand, and those of Confucius on the other." A letter from the *Times'* Philadelphia correspondent of the 4th of this month continues the history of the movement. "The recent shipment of a number of Chinese coolies to North Adams, Massachusetts, in the heart of New England, to work in a shoe factory, has caused the profoundest sensation. It opens the door to them, if they succeed, for employment in any trade in the country." The "Knights of St. Crispin," one of the most formidable of American trades unions, have by their tyranny over the employers urged on this ominous importation. If the writer is to be depended on, the result has been, not the discouragement of employers, but the break-up of the St. Crispin lodge in North Adams, and a treaty between capital and labor. Meanwhile not only are the working classes taking up the question in mass meetings and noisy demonstrations, but a bill is now pending in the Senate, with much prospect of success, to prevent the enforcement of coolie contracts for "servile" labor. It is probable that, in the end, King Capital will have his way, and Chinamen become a substantial contingent in the vast working population of the States. If this could only be effected, in the long run, through the process of dragging down the European laborer to the level of the Oriental, civilization would certainly be no gainer by the result. But the more probable solution of the question will be found in a more complete division of labor, and the continued progress of mechanical invention.

A Short Cut into the Yosemite Valley.

An Ohio clergyman, the Rev. Mr. Peate, has been travelling across the continent, and he gives this account of a short cut down into the Yosemite valley:—

"Finding the guide thoroughly acquainted with the country, we engaged him to take us the next morning to a mountain-top called the Centinal Dome, eight thousand three hundred feet above the sea. The view from it is grand beyond description. From thence we went about a mile from Glacier Point, and had our first view of the valley from a perpendicular cliff three thousand seven hundred and five feet above the plain below. I never before had such a mixed feeling of awe, sublimity, power, and my own littleness. I was afraid to trust myself to look over—there seemed to be an awful and mysterious attraction. The abyss was drawing and charming me. And yet, a little, pale, nervous-looking woman of the party crept out, and for a long time looked over, until we urged her to come away. I then ventured to creep out and looked down. It was less than a mile to the cliff on the opposite side of the valley; midway I saw what seemed to be a garden, in which I saw two small, whitish-looking objects. I could not make out what they were until I looked at them through my field-glass, when I found them to be a yoke of oxen standing before a plough. This will give some idea of the elevation at which we stood. The little unpainted hotel in the valley was within a mile and a half of us; it was nineteen or twenty to follow the trail to the same point.

"I said to the guide, 'Can't we get down at some point, and not have to endure so long a ride?' He said there was a point about a mile from there at which a descent could be made, though he had never tried it, but two or three had. So he went to the place. It is four thousand feet higher than the valley. The way looked smooth, though very steep. The guide said it was possible for us to go down. Who could doubt it? But he could not go with us. He must go on a hunt next morning. General Howard and wife were of the party; besides him were three more of us, three men and two women in all. So we resolved to go down the dreadful way.

"One of the women hesitated, and soon all but myself abandoned the enterprise. So they wished me success, and I began the descent alone, little thinking what was before me, but in full confidence that in an hour I would be in the valley. It was half-past one. I went down rapidly, as the first part of the way was easy. At the end of an hour I found myself, as I thought, halfway down. The sun at first poured down on me. Then the clouds came over the valley. I then came to a precipice and walls of rock on both sides. For a time I could see no way down. I crept about with all caution on hands and knees. I peered over frightful places. To turn back I was ashamed. I let myself down the rocks by the branches of bushes. At one place I went down the fall of a rock ten or twelve feet. At the top it was about two feet broad and as steep as a gothic roof. A wall of rock rose on my right, and on my left a chasm. At about half-way to the bottom the rock became so narrow that there was not space enough for my body to lie upon, and no place for my fingers or toes to hold on.

"I was in a fix. To attempt to descend further would be madness and death. With the greatest effort I managed to turn on my face to return. In so doing my field-glass got under my breast on the rock, making my position dangerous; and it required all the strength I had to remount the rock. I felt exhausted, and stretched myself in a crevice and breathed and preached caution and coolness to myself for half an hour. Before this the rain began to fall, the lightning flashed, and the thunder reverberated in the valley below me. It was one of the wildest and grandest scenes of my life, though I was not in the best condition for enjoying it, being thoroughly water-soaked.

"I reached the valley after 5 o'clock. I was informed by the guides whom I met in the little hotel at the foot of the cliff that I was the first traveller that ever entered the valley by that way alone. I know that the effort was the greatest physical exertion of my life."

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
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No. 146 North SECOND Street,
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COLONNADE HOTEL,
FIFTEENTH AND CHESNUT STS.,
ENTIRELY NEW AND HANDSOMELY FURNISHED, is now ready for permanent or transient guests.

UMBRELLAS—CHEAPEST IN THE CITY. DIXON'S, No. 21 S. EIGHTH Street. 10 12 mthstu

SUMMER RESORTS.

CAPE MAY.

CONGRESS HALL,
CAPE MAY, N. J.,
Opens June 1. Closes October 1
Mark and Simon Hassler's Orchestra, and full Military Band, of 120 pieces.
TERMS—$3 50 per day June and September. $4 00 per day July and August.
The new wing is now completed.
Applications for Rooms, address
6 15 52t J. F. CAKE, Proprietor

THE PHILADELPHIA HOUSE,
CAPE ISLAND, N. J.,
IS NOW OPEN.
The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.
Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1.
6 16 2m MRS. E. PARKINSON JONES.

McMAKIN'S ATLANTIC HOTEL,
CAPE MAY, N. J.
The new Atlantic is now open.
5 25 wim 2m JOHN McMAKIN, Proprietor.

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.
Reduction of Twenty Per Cent. in the Price of Board.
Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address.
BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstulm 6 26 dlm 7 26 thstulm

ATLANTIC CITY.—ROSEDALE COTTAGE, VIRGINIA, between Atlantic and Pacific avenues, MRS. E. LUNGREN, formerly of THIRTEENTH and ARCH, Proprietress. Board from $10 to $15 per week. 7 11 mwstf

THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach.
6 11 2m ELISHA ROBERTS, Proprietor.

DRY GOODS.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET,
AND
No. 1128 CHESNUT Street
PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1 00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

STODDART & BROTHER
OFFER 400 YARDS HEAVY DARK ALL-WOOL CASSIMERES, IN REMNANTS,
At a great sacrifice to close out immediately.
Nos. 450, 452, and 454 North SECOND Street,
8 12 3t Above Willow.

STODDART & BROTHER
HAVE PUT IN STOCK ALL THE FALL AND WINTER DRESS GOODS,
Carried over from last season, to be closed out at very low prices.
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MRS. R. DILLON.
NOS. 323 AND 331 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

ART EXHIBITION.

ON FREE EXHIBITION
AT
CHAS. F. HASELTINE'S GALLERY,
No. 1125 CHESNUT STREET,
BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblentz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Wiesbaden, Brussels, Amsterdam, Waterloo, Liege Ypres, Rotterdam, Utrecht, etc. etc.
A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia.
Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10

THE FINE ARTS.

COLLEGE OF ST. BORROMEO.
NEW PHOTOGRAPHIC VIEWS OF ST. BORROMEO COLLEGE,
For the Stereoscope.....25 cents each
Also, Larger, Mounted.....25 cents each
THE BEST MAP OF THE SEAT OF WAR IN EUROPE. $1 50 EACH.
DICKENS' LAST PORTRAIT.
JAMES S. EARLE & SONS,
Looking-Glass Warerooms and Gallery of Paintings,
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H. HOWSON, Solicitor of Patents.
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Communications to be addressed to the Principal Office Philadelphia. 10 mwf

STATE RIGHTS FOR SALE.—STATE RIGHTS of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
1 29tf MUNDY & HOFFMAN.

FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.
The Bonds are issued in
$1000s, $500s and $200s.
The Coupons are payable in the city of Philadelphia on the first days of April and October.
Free of State and United States Taxes.
The price at present is
90 and Accrued Interest in Currency.
This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.
WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities
Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board o Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
RELIABLE RAILROAD BONDS FOR INVESTMENT.
Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
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UNITED STATES SECURITIES
Bought, Sold and Exchanged on Most Liberal Terms.
GOLD
Bought and Sold at Market Rates.
COUPONS CASHED
Pacific Railroad Bonds
BOUGHT AND SOLD.
Stocks Bought and Sold on Commission Only.
Accounts received and Interest allowed on Daily Balances, subject to check at sight.
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NOTICE.
TO TRUSTEES AND EXECUTORS.
The cheapest investment authorized by law are
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
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FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
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4 26 PHILADELPHIA.

FINANCIAL.

AN EXCELLENT INVESTMENT!
10 Per Cent. First Mortgage Land Grant Bonds
OF THE
Portage Lake and Lake Superior Ship Canal Company,
At 95 and Accrued Interest.
Coupons payable January and July at Ocean Bank, New York.
Secured by mortgage of the CANAL, its tolls, franchises, and EQUIPMENTS, and 200,000 ACRES of very valuable and carefully selected
IRON, COPPER, PINE, AND OTHER TIMBER LANDS,
Worth at the lo west estimate five to eight times the amount of the mortgage.
Whole Issue $500,000,
Of which a balance of only $160,000 remains unsold.
This Ship Canal—after five years labor and an expenditure of nearly a million of dollars, besides nearly half a million more for machinery and equipments—is nearly finished, and will be entirely completed the present season.
The tolls on the present commerce of Lake Superior would not only pay the interest on these bonds, but large dividends also to the Stockholders. This trade will be increased immensely next season when the grain from the great wheat-producing regions of Minnesota shall pass by this route (as it necessarily must) to the seaboard, by way of the railroad from St. Paul to Duluth, now just completed.
Send for maps and circulars.
For sale at 95 and accrued interest by
B. K. JAMISON & CO., Bankers,
COR. THIRD AND CHESNUT STS.
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LAKE SHORE
AND
MICHIGAN SOUTHERN
RAILWAY COMPANY
SEVEN PER CENT.
Consolidated Mortgage Sinking Fund Bonds.
The Lake Shore and Michigan Southern Railway Company, for the purpose of providing for the payment of its several mortgage debts as they become due, has executed a mortgage to the Union Trust Company, of New York, as Trustee, upon the whole of its Railroad and branches, payable on the first day of July, in the year one thousand nine hundred.
COUPON BONDS of $1000 each will be issued, with interest at Seven per centum per annum, payable semi-annually, on the first day of January and July, in each year, and REGISTERED BONDS of $1000, $5000, and $10,000 each, without coupons, with interest at Seven per centum per annum, payable quarterly, on the first day of January, April, July, and October, in each year, principal and interest payable at the office of the Union Trust Company in New York.
We call the attention of investors especially to this class of REGISTERED BONDS, which, on account of the SECURITY AFFORDED AGAINST LOSS BY ROBBERY, FIRE, OR OTHERWISE, AND THE PAYMENT OF QUARTERLY INTEREST, offer an investment peculiarly desirable.
A limited amount of these bonds can be purchased at 97½, and accrued interest, upon application to
ROBINSON, CHASE & CO.,
NO. 18 BROAD STREET,
NEW YORK. 8 8 1m

SEVEN PER CENT. BONDS
At 75, Interest Regularly Paid.
WE OFFER FOR SALE
$60,000 SOUTH MOUNTAIN
IRON AND RAILROAD CO.
SEVEN PER CENT. BONDS,
At 75 and Accrued Interest,
SECURED BY 17 MILES OF RAILROAD,
Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumber land Valley, Pa.
B. K. JAMISON & CO.,
N. W. Cor. THIRD and CHESNUT Streets,
7 27 tf Philadelphia, Pa.

FOR SALE,
Six Per Cent. Loan of the City of Williamsport, Pennsylvania,
FREE OF ALL TAXES,
At 85, and Accrued Interest.
These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.
P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
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B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. 7 6 6m

ELLIOTT & DUNN
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No. 109 SOUTH THIRD STREET,
DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.
DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.
ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.
Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26 6m

FINANCIAL.

Wilmington and Reading
RAILROAD
Seven Per Cent. Bonds,
FREE OF TAXES.
We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.
For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.
The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.
The road is now finished, and doing a business largely in excess of the anticipations of its officers.
The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.
WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
8 5 PHILADELPHIA.

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.
Persons wishing to make investments are invit o examine the merits of these BONDS.
Pamphlets supplied and full information given by
Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
6 12 tf PHILADELPHIA.
Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
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GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.
Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.
Direct telegraph communication from Philadelphia house to New York. 1 2

SAFE DEPOSIT COMPANIES.
SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.
The Fidelity Insurance, Trust, and Safe Deposit Company,
OF PHILADELPHIA,
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $550,000.
COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.
The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.
DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent, payable by check, without notice, and at four per cent., payable by check, on ten days' notice.
TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.
INCOME COLLECTED and remitted for one per cent.
The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.
N. B. BROWNE, President.
C. H. CLARK, Vice-President.
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FURNACES.

Established in 1835.
Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.
CHARLES WILLIAMS'
Patent Golden Eagle Furnaces,
Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.
HEAVY REDUCTION IN PRICES,
and only first-class work turned out.
Nos. 1132 and 1134 MARKET Street,
PHILADELPHIA.
N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

J. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

THE GIRL MARKET.

A Scene in China—An Episode of Chinese Emigration to America.

"Russell" writes from Hong Kong as follows:—"I saw the sale of a family last week for debt, where the husband and father was in California; and perhaps I can do no better than tell you about it. There were five children—three girls and two boys. We had passed them three times in our chairs during the day as they stood beside the road, dressed in their holiday attire of black. The silence they observed whenever any person passed, and their downcast looks, created curiosity on our part to know their business there. Arr Hung, our waiter, was called up and asked the cause of this little parade. 'Why,' he said, 'the girls, and perhaps the whole family, are for sale.' We stopped our chairs and stepped out to have a talk with them, using Arr Hung as an interpreter

The mother was wrinkled and grey, and hung her head, as if she was afraid to look us in the face. But the children, with the exception of the oldest girl, looked cheerful, and were quite pleased with their holiday attire. The oldest girl was sixteen, and oldest boy fifteen. So said the gruff old broker who had the party in charge, and who seemed quite anxious to dispose of his wares. After a great deal of quizzing and evasive answers, the broker told her that the husband and father was gone to California, and had neglected to pay his note given for his passage, and that his family were now offered for sale to pay his debt. He hoped to be able to pay the debt with the sale of the two oldest girls. But as yet he had received no offers. He said that the family became security voluntarily, and he never knew a case where they did not voluntarily offer themselves for sale if the note they secured was not paid.

In reply to our questions he said that when a customer bought a child or person, the person was made at once the owner of the child, body and soul. No Chinaman would dispute the purchaser's right to do whatsoever he pleased with the human being he had paid for. The boys would make good servants, he said, and in the course of a few years be worth a fortune to the owner. The girls would make good "armers," or nurses as they are called in America. He would show us their physical beauty, would make them sing and play tricks, if we thought of buying. The oldest girl he would sell for $400, the next one for $200, and the little six year old for $50. The boys he could not sell until the girls were disposed of. We thought the price too high. The market was glutted with salable girls, and he must not think of getting over $100 for the oldest and handsomest, while for the little one he must not expect over $10.

He sneered at that, and said that Englishmen always talked in that way when they wanted to buy. While we were talking, a party of blue-robed Chinese aristocrats came up and began to inspect the family. They opened the mouth of the oldest girl, rapped on her white teeth to see if they were sound, pulled open her dress, thumped her ribs, laughed at her little feet, told her to show the whites of her eyes, ordered her to sing, and to show them the trinkets which the fond mother had given her as a parting gift. All the while the salesman kept up a constant jabber, in which we took no interest. Time pressing, we passed on, leaving the parties disputing about the price, and discussing the probabilities of their running away if taken to Hong Kong.

After making our call, we returned the same day to ascertain the result of the sale. Only the mother and her boys were left. The debt was only $300, and $50 of it still remained unpaid. I have been often told by residents in China that the parents would as soon sell their children as a cow or a pig; and I had begun to believe that such was the case upon passing the ground the first time. But the scene had changed. The girls were gone, and now a boy must go also. The mother sat in the dirt with her arms around the youngest, wailing in a most piteous manner, and as Arr Hung said, cursing the men that sold her husband a ticket to America at $300, which cost them but $40. The broker sat listlessly by smoking his pipe, and twirling his cane, looking as if it was the smallest matter of business with him.

The boys were crying, and seemed very much afraid of us, now it was certain that one of them must go. But we passed on and left them in their misery. We never knew whether the boy was sold to a childless man to be treated as a son, to a Portuguese to be carried to the West Indies under a nominal contract, or to a native landowner to be his slave. But that one was sold into servitude for the sum of $50 there can be no doubt. The girls were doubtless purchased for the vilest purposes, unless they had the rare luck to fall into the hands of some native in search of a legitimate wife. I am told that the price of girls has gone up within a few months, owing, perhaps, to the fact that a less number of emigrants have forfeited their bond in California than was the case six months ago. I was shown four bright, plump, rosy appearing girls yesterday, who were purchased less than a year ago (the whole lot) for $80. Now they sell readily for $300 each.

SHIPPING.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Saturday August 20, at 8 A. M.

The HERCULES will sail from New Orleans, direct on August.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail for Savannah on Saturday, August 20, at 8 A. M.

The TONAWANDA will sail from Savannah on Saturday, August 20.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Wednesday, August 17, at 6 A. M. Returning, will leave Wilmington Wednesday, August 24.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1½ No. 130 South THIRD Street.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11

SHIPPING.

FOR TEXAS PORTS.

THE STEAMSHIP YAZOO

WILL SAIL FOR NEW ORLEANS DIRECT, ON SATURDAY, August 20, at 8 A. M.

Through bills of lading given in connection with Morgan's lines from New Orleans to Mobile, Galveston, Indianola, Lavacca, and Brazos, at as low rates as by any other route.

Through bills of lading also given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company.

For further information apply to

WILLIAM L. JAMES,
General Agent,
8 15 5t No. 130 South THIRD Street.

LORILLARD STEAMSHIP COMPANY

FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

are now receiving freight at

FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than fifty cents.

NOTICE.—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL,
2 8 ½ PIER 19 NORTH WHARVES.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.

AUGUST, 1870.

J. W. Everman, Friday, August 5.
Salvor, Friday, August 12.
J. W. Everman, Friday, August 19.
Salvor, Friday, August 26.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.
Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Brussels, Saturday, August 20, at 12 M.
City of Baltimore (via Halifax), Tuesday, August 23, at 1 P. M.
City of Washington, Saturday, August 27, at 2 P. M.
City of Paris, Saturday, September 3, at 12 M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES.

Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents,
4 ½ No. 132 South DELAWARE Avenue.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1½

FOR NEW YORK, via Delaware and Raritan Canal.

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
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No. 119 WALL Street, New York. 3 4½

CORDAGE, ETC.

WEAVER & CO.,

ROPE MANUFACTURERS

AND

SHIP CHANDLERS,

No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N DELAWARE Avenue.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)

Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE.

FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
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6 27 mwf 6m General Manager.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1870

1870 CIGAR BOX MAKERS'. CIGAR BOX MAKERS'. SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870

MAULE, BROTHER & CO.,
11 ½ No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

BUILDING MATERIALS.

R. R. THOMAS & CO.,

DEALERS IN

Doors, Blinds, Sash, Shutters

WINDOW FRAMES, ETC.,

N. W. CORNER OF

EIGHTEENTH and MARKET Streets

4 12 12m PHILADELPHIA.

PROPOSALS.

ENGINEER OFFICE FOR HARBOR DEFENSES, UNION BANK BUILDING,
BALTIMORE, MD.

SEALED PROPOSALS, in duplicate, will be received at this Office until 12 o'clock noon of the 12th day of September next ensuing, for the removal of the following "OBSTRUCTIONS" from the Channel of James River, Virginia, below Richmond, viz.:

At WARWICK BAR, about five miles below Richmond, wreck of three (3) small schooners, 50, 60 and 80 tons, old measurement.

At DRURY'S BLUFF, about seven miles below Richmond, wreck of iron-clad ram Fredericksburg, sunk with armor, guns, etc., on board; iron gunboat Raleigh, 150 tons, old measurement, sunk with guns, etc., on board; war steamer Jamestown, wooden, 1200 tons, sunk with guns, etc., on board; steamer Curtis Peck, 450 tons, old measurement; schooners Wythe, 300 tons; Roach, 225 tons; brig, 175 tons, and a small schooner of about 80 or 100 tons, name unknown. Also, 18 or 20 cribs of timber and stone, each 22 feet square, averaging 18 feet high.

At TRENTS, or GRAVEYARD REACH, about ten miles below Richmond, wreck of schooner Gallego, 250 tons, old measurement; wreck of pilot-boat Plume, 87 tons, old measurement.

Below AIKENS, or VARINA, about twenty miles from Richmond, 37 to 40 piles, part of remains of old military bridge.

Proposals will be received for the removal of all the obstructions named above, or a portion, but single bids are preferred for the entire removal of all the obstructions at each point as named above.

Each proposal must state the time within which the work will be finished, and the method or manner of removal proposed at each point, whether by blasting or otherwise.

Some of the wrecks are of considerable value, and it is expected that the privilege of raising them will either be paid for by the contractors in money to the United States, or that their material will be taken in compensation for removing other wrecks which are worthless.

The right is reserved to reject any or all bids for any reason deemed sufficient by the undersigned.

Proposals will be opened at 1·30 P. M. of the 12th day of September next ensuing, in presence of such bidders as may choose to attend.

Forms of proposals to be had on application at this office.

Proposals must be in duplicate, endorsed "Proposals for Removing Obstructions in James River," each accompanied by a printed copy of this advertisement, and addressed to

Col. WM. P. CRAIGHILL,
Union Bank Building,
8 11 6t Baltimore, Md.

CHIEF QUARTERMASTER'S OFFICE.

THIRD DIST., DEPT. OF THE EAST,
PHILADELPHIA, Pa., Aug. 12, 1870.

Sealed proposals, in triplicate, will be received at this office until 12 o'clock M. on MONDAY, Sept. 12, 1870, for building a Superintendent's Lodge of brick at the National Cemetery at Annapolis, Md., according to plans and specifications which can be seen at this office.

The building to be one story in height (11 feet from floor to ceiling), with a pitched roof, and of the following dimensions, viz.:—44 feet 8 inches by 17 feet 6 inches, with a piazza on two sides 44 feet 8 inches by 6 feet 3 inches.

Preference will be given to builders, masons, or parties regularly engaged by trade in works of similar character.

The right is reserved to reject any or all bids not considered to the interest of the public service.

The envelopes to be endorsed "Proposals for Lodge," and addressed to the undersigned.

HENRY C. HODGES,
Major and Quartermaster U. S. Army,
Chf. Qr. Mr., Third Qr. Mr.'s District,
8 12 6t Dept. of the East.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAIL ROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.
7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West Chester stops at all stations.
4·15 P. M. for B. C. Junction stops at all stations.
4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8·15 A. M. from B. C. Junction stops at all stations.
10·00 A. M. from West Chester stops at all stations.
1·05 P. M. from B. C. Junction stops at all stations.
1·55 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS.

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·30 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6 45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES,

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE

BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and

AN EXPRESS TRAIN

in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK.

ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York......$3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.
For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 1

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington

1·15, 3 30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.

Abington at 2·35, 4·55, and 6 45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8·30 A. M. and 7·00 P. M.
Doylestown for Philadelphia at 6·30 A. M.
Bethlehem for Philadelphia at 4·00 P. M.
Fort Washington for Philadelphia at 9·20 A. M. and 8·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4, 4⅓, 5·05, 5½, 6, 6½, 7, 8, 9, 10·05, 11, 12 P. M.

Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P.M.

The 8·20 down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3 40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

Passengers taking the 6·55, 9 A. M., and 6½ P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4¼, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¼, 5, 5¼, 6¼, 8·05, 10, and 11¾ P. M.

Leave Manayunk 6, 6·55, 7½, 8 10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk 7½ A. M., 1½, 6¼ and 9¼ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6¼ A. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9·05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ A. M. and 6 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.

TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.

CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD,
4 1 General Superintendent.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

STOCKS, LOANS, ETC.,
On Tuesday,

August 16, at 12 o'clock, noon, at the Philadelphia Exchange, will include:—

Trustees' Sale.

149 shares Cleveland and Mahoning Railroad Co.
8 shares Northern Bank of Kentucky.
25 shares Wisconisco Canal Co.

Executors' Sale.

800 shares Dalzell Oil Co.
172 shares Maple Shade Oil Co.
300 shares McClintockville Oil Co.
100 shares Union Canal Co.

For other accounts.

100 shares Central Transportation Co.
1 share Point Breeze Park.
$850 New Creek Co. mortgage loan.
3 shares Kensington National Bank.
$2000 bonds 7 per cent. Fairmount Park and Delaware River Railway Co.
$15,000 first mortgage 7 per cent. gold bonds Fredericksburg and Gordonsville Railroad Co.

Also,

REAL ESTATE.

LARGE AND VALUABLE BREWERY BUILDING, LAGER BEER VAULTS, N. W. corner Thirty-first and Master streets. Lot 100 by 200 feet.

DWELLING AND STABLE, N. E. corner of Thirty-first and Master streets.

DESIRABLE LOT, NINTH ST., between Tioga and Venango; 60 feet front.

THREE-STORY BRICK DWELLINGS, No. 1011 Wistar street. 8 12 3t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street: rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE,

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge. 11 24

FIRST FALL TRADE SALE.

1000 CASES BOOTS, SHOES, BROGANS, ETC., of Eastern and City manufacture, by catalogue, on two months' credit.

On Thursday Morning,

Aug. 18, commencing at 10 o'clock, comprising every variety of ladies', misses', children's, men's, boys', and youths' wear, suitable for first-class city and country trade. 8 11 6t

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.

T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, BROGANS TRAVELLING BAGS, LACETS, ETC.,

On Tuesday Morning,

Aug. 16, at 10 o'clock, on four months' credit. 8 10 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.

On Thursday Morning,

August 18, at 10 o'clock, on 4 months' credit. 8 12 5t

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.

On Friday Morning,

August 19, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 8 13 5t

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.)

No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Spruce street.

CHOICE ANTIQUE FURNITURE.

THE SELECTION OF MR. WM. KULP.

On Monday Morning,

Aug. 29, at 10 o'clock, by catalogue, at No. 616 Spruce street, a selection of choice Antique Furniture, including—Three especially fine high case clocks, with bronze dials, in perfect condition; curious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and antique china and glassware; curious mantel ornaments; very fine old and rare engravings, framed; complete set andirons; shovel and tongs; bellows and foot stool to match; fine carpets, etc. 8 13 13t

JOSEPH PENNEY, AUCTIONEER,

No. 1307 CHESNUT STREET. 6 28 tf

IN ST. LOUIS, MO.

AUCTION HOUSE OF

HARVEY & TYLER,

Nos. 119, 121, and 123, corner FIFTH and PINE Streets, ST. LOUIS, MISSOURI.

We have a large and commodious Building erected by us expressly for the Auction and Commission business.

St. Louis is known to be the most reliable auction market in the West.

Cash advanced on Consignments.

Our Commissions from six to ten per cent.

We refer to the Bankers and Merchants of St. Louis, Mo. G. A. ENO,
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8 12mwf2m General Agent.

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AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. 13 19 6m

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD

SHORTEST ROUTE TO THE SEA SHORE.

THROUGH IN 1¾ HOURS.

FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1¾ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.

Returning leave Atlantic—

Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1¾ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.

For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M

Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at	8·00 A. M.
" Atlantic City at	4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. D. H. MUNDY,
6 28 Agent.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.

COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

9 00 A. M. Mail and Express for Cape May.

11 45 A. M., Woodbury Accommodation.

3 15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4·00 P. M., Fast Express, for Cape May only.

5 45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $60. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

8 15 WM. J. SEWELL, Superintendent.

THE WAR IN EUROPE.

The Situation.

Metz, Nancy, and Strasburg.

The Latest Advices by Mail.

The Stakes at Issue.

The Policy of Austria.

Napoleon's Leaders.

Graphic Pen Pictures.

Great Britain's Armament.

Etc., Etc., Etc., Etc., Etc.

THE SITUATION.

A Foreshadowing of the End—Great Battle in Front of Metz—King William Claims a Decided Victory—The Occupation of Nancy by the Prussians, and Reported Evacuation of Metz by the French—The State of Affairs at Strasburg.

Just one week after the Crown Prince routed MacMahon at Woerth, and Von Goeble and Von Steinmetz drove Frossard from the hills west of Saarbruck, the Prussian hosts were ready for another encounter; but Napoleon, according to last night's despatches, ready to cast away his sceptre without striking a blow, has averted a battle by abandoning Metz and Nancy and forsaking the line of the Moselle. The reports of a battle before Metz which we publish in our second edition, however, materially modify these advices, as far as the reports concerning Metz and its evacuation.

It will be remembered that MacMahon, on retreating from Woerth, took the line of the railroad from Strasburg to Paris, with the intention of concentrating his forces in the pass of the Vosges at Saverne, twenty miles northwest of Strasburg, and about the same distance west of Hagenau and the scene of the battle of the 7th. This position was apparently commanded by the fortress of Pfalzburg, five miles to the northwest of the unfortified town of Saverne; but when the victorious Prussians approached Saverne on the evening of the 8th, MacMahon again took the back track towards Luneville and Nancy, concentrating his demoralized army at the latter point, while Pfalzburg fell into the hands of the Crown Prince, apparently without an attempt at defense. Le Boeuf, the man with the swaggering air and enormous moustache, who had thus far as Major-General of the staff had the general direction of the campaign, was sacrificed to the indignation of the people, his place being taken by Trochu, whose reputation as a strategist was of the highest order, while Bazaine was elevated to the position of Commander-in-Chief. With the bulk of his army concentrated at Metz, and MacMahon's demoralized corps in camp around Nancy, the Emperor announced that he would return to Paris victorious or dead, and prepared to make the line of the Moselle, with Metz and Nancy as its two main points, the "last ditch," and the turning point in the fortunes of the war.

Meanwhile the Prussian centre had driven the remnants of Frossard's Corps back from the Saar to the Moselle, and appeared in considerable force in front of Metz, and within a short distance of that stronghold. On the 12th the Prussian advance reached the railroad between Metz and Nancy at Pont-a-Mousson, about halfway between these two points, which are thirty miles distant from each other, holding that place for a short time, according to French accounts being driven off, while the Prussian accounts allege that the retreating was done by the French. Whatever may be the truth concerning this unimportant affair,

The Evacuation of Nancy by the French

quickly followed, MacMahon abandoning his position at this point, and on the 13th the Prussian advance entered the city, the first intimation of this movement which was received by the Emperor at Metz being the interruption of telegraphic communication between the two cities.

Nancy, which has thus fallen into the hands of "our Fritz," is an important city, with a population of nearly 50,000 souls. It is situated on the left bank of the river Meurthe and on the railway from Paris to Strasburg, about thirty miles directly south of Metz. It is one of the finest and best-built towns of France. It was once the capital of the ancient Duchy of Lorraine, but in 1475 passed under the control of Charles the Bold, of Burgundy, who was defeated and slain under its walls in 1477, by Rene II, Duke of Lorraine. In 1634 it was taken by Louis XIII of France. Since the days of Louis XIV, by whom its fortifications were destroyed, it has been a place of no inherent military strength, the old citadel being the only portion of its defensive works preserved.

On the evacuation of Nancy, Marshal MacMahon retreated to Toul, twelve miles to the west, where the remnants of his army were stationed at the latest advices. Toul is a fortified town on the left bank of the Moselle, with a population of about 9000. It is on the railroad to Paris, but being several miles west of Frouard, where the railroad towards Metz branches off from the main line, it has no communication with Metz except by a roundabout way through Chalons and Rheims, at least 500 miles in length. Frouard, also, is in the possession of the Prussians, who have destroyed a portion of the railway to the west of it, thus effectually severing the communications of MacMahon, except by way of the long circuit already mentioned.

The Situation at Metz

is in doubt. Last night's despatches state positively that Napoleon had abandoned Metz without making a stand, but as we write we are in receipt of cable telegrams which state that another great battle was fought yesterday in front of that stronghold. One despatch states that both parties claim the victory, while another gives the message from King William to the Queen of Prussia, in which he claims that another decided victory had crowned the Prussian arms. In our later editions we shall probably be able to give intelligence which will clear up the mystery and show just what amount of hope is left to the Emperor Napoleon.

Last night's despatches state that King William's headquarters on the 13th were at Faquemont, on the railroad between Metz and Saarbruck, and half way between these points. This is a village of 1100 inhabitants, on the right bank of the river Neid, about 23 miles west of the Prussian frontier, and two miles only from St. Avold. It was once fortified, but its walls long since fell into ruin. The headquarters of the united armies of Prince Frederick Charles and General von Steinmetz were stated to be at Herny, a village of about 900 inhabitants, on the right bank of the Nied, near the forest of Remilli, six miles west of Faquelmont, and within twenty miles of Metz. It is probable that the battle of yesterday was fought between this point and Metz.

The Siege of Strasburg.

The advices last night from different points concerning Strasburg also leave the situation in that neighborhood involved in uncertainty. A despatch from Carlsruhe, dated yesterday, states that the Prussians bombarded Strasburg with hot shot on Friday, whereupon the French asked for a parley and were given forty-eight hours in which to make up their minds to surrender. Other reports from London, dated the 13th, speak of despatches from Carlsruhe which announce the capitulation of Strasburg, after a short bombardment. French despatches, which must be taken with many grains of allowance, allege that Strasburg when invested by the Prussians was fully prepared for a siege, and could only be starved into surrender, provisions for many months being on hand.

THE STAKES.

What Napoleon Is Fighting For—His Dynasty Staked on Success.

The London *Times* of July 30 contained the following article, the interest of which has been increased by the present perilous situation of affairs:—

The Emperor Napoleon stakes his dynasty on success. No one knows better than he that in such an enterprise, begun in despite of European opinion and against the remonstrances of his nearest ally, the only safety lies in a series of brilliant victories, followed by a triumphant peace. To extort such a peace from any first-class State is a work which may test the highest qualities of general and army; but when it can only be won *by trampling on the neck of a nation of forty millions the enterprise is hazardous indeed. The Germans, on their side, well know that to yield would be political ruin. What they lose they can never recover;* the position they accept at the close of such a war they can never escape from. The war is for the Rhine, which has for centuries been the avowed object of French ambition. If the French succeed in conquering it and holding it under a treaty of peace, there is not the smallest hope that it could ever be won again by Germany. The left bank would become as indissolubly incorporated with France as Alsace, and the territory of the defeated and once more divided Fatherland would be permanently curtailed. Can it be supposed that a nation which sees in the future the possibility of a loss so overwhelming will not strain every nerve in defense of its safety, we might almost say its existence? Every German has passed his life in pondering on this very struggle which has come at last. At last! after being threatened by France as long as each man can recollect, in speeches and essays, in plays and rhymes, in the conversation of high and low. The Germans, on their part, have been singing about the Rhine as long as they can remember, with a display of patriotism which would make any section of the people ludicrous and despicable in their countrymen's eyes and their own if they held aloof from the present conflict. What is passing is only what might have been expected. The South German States stand by the national flag which is held aloft by Prussia, and the feeling at Vienna and in the German provinces of Francis Joseph is already such that a court with French sympathies will have to conceal them carefully, if not abandon them altogether.

AUSTRIA.

Her Policy in the Conflict—The Interests of the Nationalities in the War.

The Vienna correspondent of the *Eastern Budget* of Berlin wrote as follows on July 23:—

It is of great importance, in considering the policy of Austria in the war, to ascertain how far the attitude of the Government is in accordance with the views of the various nationalities of which the empire is composed. Among the Germans there are a few corporations which have demanded from the Government an unconditional neutrality towards Prussia. So impolitic and unstatesmanlike a demand has, as might be supposed, found but few supporters, and the majority of the Germans approve the Government policy. Similar demands were made by the Hungarian radicals, usually so pugnacious in the Parliament at Pesth; but the notion of Austria remaining defenseless and unprepared in presence of the great events which are imminent is scouted by all the most eminent politicians on both sides of the Leitha. Neutrality is one political watchword at Pesth, as at Vienna; but the Hungarians, with such neighbors as Russia in the north and Roumania in the south, feel that they must be at least as watchful as their countrymen in the other half of the empire. As to the attitude of the Poles in this crisis it is in every way satisfactory. They ask neither for war nor for defenseless neutrality, for both might be ruinous to them; but they put their trust in the Hapsburg dynasty, which they believe will protect and perhaps deliver them from their long bondage. It is not merely among the fanciful and the superstitious that certain hopes are attached to the circumstance that exactly 100 years are now about to elapse since the first partition of Poland. The policy of the Czech agitators, on the other hand, excites universal disgust. After inviting France to join them against Prussia they now loudly call upon Russia to side with Prussia. Such conduct can only serve to make the Czech nationality contemptible in the eyes of all Europe.

GREAT BRITAIN.

Her Available Military Strength.

The *Pall Mall Gazette* of July 30 has the following important article on the available military strength of England:—

It is interesting and, indeed, important to inquire what is the available force of regular troops in Great Britain at the present moment. We are afraid that the answer to that inquiry can hardly be regarded as satisfactory. As far as we can discover from a careful examination of the last "Army List," it would appear that our force stands somewhat as follows:—

CAVALRY.—In England and Scotland there are 8 regiments of Guards and 13 of the Line, and in Ireland 6 regiments of the Line; making a total of 22 cavalry regiments.

ARTILLERY (Horse and Field).—In England and Scotland, about 4 brigades; in Ireland, 1; total artillery, 5 brigades.

INFANTRY.—In England and Scotland, 7 battalions of Guards, 44 battalions of the Line; in Ireland, 17 battalions of the Line; total infantry regiments, 68.

If we desire to arrive at the numerical strength we must turn to the army estimates, where we find that the effective strength of the cavalry regiments averages for the Guards 343 rank and file, and for the Line 407. If we take about 400 as the maximum strength per regiment, we shall be outside the mark, and this gives us 8800, or if we say 10,000 we shall certainly be estimating our cavalry force above rather than below its strength. For the artillery we have 917 for each brigade of horse artillery, and 1300 for each field brigade, giving 4434, or say at the outside 5000, as our field artillery strength. The Guards muster 750 per battalion, equal to 5254 men; the infantry battalions are mostly only 500 strong each, a few are 650, and one or two 800 strong. They may be taken all round as 500 strong, and this will give a higher figure than is due to their effective strength; the total infantry force by this calculation, exclusive of the Guards, is 30,500. Add the Guards, and we have 35,754, or say 36,000 men. Thus our total regular force at the outside calculation is—Cavalry, 10,000; horse and field artillery, 5000; infantry, 36,000; total, 51,000. No military man needs to be told that at least 20 per cent. of this force may be deducted as practically ineffective, leaving only about 40,000 men of all arms. The large cadres in which this force is distributed would go far to relieve our uneasiness if we could point to any efficient or sufficient reserve from which it could be recruited. Unfortunately our reserves do not as yet practically exist.

The first army reserve is on paper only 3060 strong. The militia reserve is 20,000 strong, but this force is available only in the event of invasion or imminent danger thereof; and it is always well to remember that if added to the regular army it must be deducted from the militia. These figures speak for themselves. It is surely not too soon to ask the Government what steps they propose to take to give us not merely a sufficient force for home defense but one large enough to admit of our throwing 30,000 men at least into Belgium if necessary, or, to put it in the terms of the "Secret Treaty," "au cas ou Sa Majeste l'Empereur des Francais serait amene par les circonstances a faire entrer ses troupes en Belgique."

THE "MARSEILLAISE."

Napoleon's Surrender to the National Hymn of France.

The *Journal Officiel*, in describing the recitation of the "Marseillaise" by Mad'lle Agar, and the singing of it by Madame Sass, says:—

Events have come and gone; and now the house of Moliere vibrates again with that glorious appeal. This time it is still the tragic muse that gives us the lines of "Tyrtæus," lines which, as Carnot said, were worth a hundred thousand fighting men. The sculpture-like beauty of Mad'lle Agar, her marble pallor, her tresses black as the raven's wing, her deep, sympathetic voice—now thrilling with tenderness, now clear and echoing like a trumpet call—make this one of the noblest impersonations of the mighty patriotic war ode. If Rachel had the air of Nemesis, the avenger, Agar reminds us of Victory outspreading her wings of gold. She does not sing, she is not a singer, but she throws melody into her recitation, and the effect is very grand. It was certainly a daring enterprise to declaim those sublime strophes on the very boards whereon Rachel had cried aloud with so fearful an emphasis; but bravery has been successful, and the intelligent actress varied her expression. Her style was heroic impulse and assurance of triumph.

At the opera it was the "Muette de Portici" (Masaniello), always charming, always exciting. But that evening people did not go to hear La Muette, and the audience are impatient. The second act was through, people had applauded the patriotic air, but to the rest they were indifferent, and the ballet seemed unbearable to the house. At last the fisherman raises the standard of revolt, the crowds gathered, the riot begins, the alarm-bell sounds, and then—Madame Sass, dressed in a long white tanic, embroidered with imperial bees in gold. She is received with a storm of applause, round after round, and she is compelled to wait the house's pleasure full five minutes. At length a shout "Stand up," and the house rises to its feet, and amid a religious silence the singer attacks the first verse with her mighty voice, whose womanly charm is undiminished by its male energy.

It is France, the country, the tender, brave mother of heroic song, who is about to start for the field, who has already started! She will not hold them back; she pushes them forward to the frontier by a magnificent action, like Rude's Marseillaise on the Arc de Triomphe, action menacing and protective, the movement of a goddess. That superb voice, gentle and strong, is the voice of France herself, sounding the recall from victory; it stirs the very souls of that cold, elegant, skeptical, caustic public, and when the refrain comes, a chorus immense, formidable, irresistible, coming from the whole audience, fills the theatre.

At each verse the chorus burst out again like a volley of artillery, accompanied by a tremendous hurrah. It was intoxicating, bewildering, sublime. Some sacred thing floated over that assembly—the genius of the country!

The "Marseillaise" is the hymn of France. The revolution bequeathed it to the empire. It led the fourteen armies of the republic on to victory, repulsing the foreign invaders; it now salutes the departure of our troops for the frontier. The finest verses of the greatest of poets, set to music by the most renowned composer, could never replace it. These immortal things are created by the conjoint action of a whole people. At the right moment unknown lips throw off a song that the people catch up with joy. The one universal thought has found its expression. It groans, it rages, it summons to arms, and all follow it with their swords.

THE FRENCH LEADERS.

Pen Pictures of Napoleon's Principal Generals—Canrobert, De Failly, Frossard, MacMahon, Bazaine, and Palikao—The Prince Imperial Learning the Art of War.

The Paris correspondent of the *Independance Belge* writes concerning the principal French generals in the following entertaining, gossiping way, quite as interesting as the more elaborate sketches we have already published:—

Canrobert.

Marshal Canrobert is generally popular as a soldier, but as a commander his appointment has not given unmixed satisfaction to the Parisians. They think he is not quite equal to the position. Marshal Canrobert is a little man, fat, short, rather loud in his style, and with an air of a well-to-do trader. He amuses himself with literature, and composes little "bouquets to Chloris."

He has quite a passion for quoting Latin. He sometimes writes out his orders in Latin, calling his soldiers "legionaries" and his sergeants-major "centurions." The Marshal carries a Horace or a Virgil in his pocket, and it is said that at Solferino he was found reading Livy. Canrobert is an excellent brigadier-general. As second in command, he was always remarkable for extreme energy and audacity. But a great responsibility oppresses him when he is charged with the sole control of a great army corps; he hesitates, and seems unable to come to any decision. Scipio becomes Fabius. All the while he was in command at Sebastopol he risked no grand strokes, and he was specially sparing of his soldiers' blood. This is no reproach to him, but in dragging out a war as many men may be lost as in a decisive engagement. Marshal Canrobert commanded on the 2d December the division that occupied the Place de la Madeleine. He received orders from the Ministers and from the National Assembly. Which was he to obey? He spent all day thinking it over. At last he went to see a friend who lived in the Rue Trouchet, and then made up his mind. He placed his division along the boulevards. After Solferino he came near fighting a duel with Marshal Niel. Niel said Canrobert had not supported him, and had let the Austrians get out of Mantua. Canrobert said Niel had advanced without orders. Canrobert doesn't think small things of himself. One of his aides-de camp called his attention one day to his uniform all torn, and remarked that it was not wearable. "I shall keep it all the same, it is matter of history," was the reply. He is extremely brave; when he was captain he was always at the head of his men and the first under fire. But physical courage is a quality common to soldiers of all countries.

De Failly.

General de Failly's best claim to celebrity is his famous *mot de bataille*, "The chassepot has done wonders." This was after Mentana. Baraguey d'Illiliers' corps at Solferino was composed of two divisions, L'Amirault's and Failly's. Those two divisions carried the hill and the redoubts that commanded the well-known tower. There was a frightful confusion. The French dashed in with bayonet, were repulsed; went at it again, were again hurled back; but at the third charge made good their position. The divisions were mixed up, and regiments fought pell-mell. Failly got his share that time. But at the moment of the hottest struggle, an officer of immense stature loomed up on the Austrian side, waving an immense flag. The flag had been embroidered by the Empress herself. "Hoch! hoch!" he shouted. "Hourrah! hourrah!" replied the Frenchman. "Who the devil is this *croquemitaine*?" exclaimed De Failly. A *chasseur a pied* loaded his carbine, levelled, and fired. Down went *croquemitaine*, and in five minutes the position was carried.

Frossard.

General Frossard, who commands another corps, is best known as the Prince Imperial's tutor; but he is said to be a strategist of the first order. He is a man in years, cool, calm, and appears better calculated for the defense than the attack. He has not been in command for a long time. General Frossard used to explain the wars of the empire to his august pupil. He set up little leaden soldiers in position on the map of Europe, and the Prince would knock them over with bread pellets shot out of his little wooden cannon. The General used to explain Waterloo, and make the French army retreat, but the Prince would get angry. "No, no! I won't have it!" And then he would range his batteries, and would sweep down English and Prussian, Blucher and Wellington, spite of all his teacher's remonstrances.

MacMahon.

The man for the soldiers is MacMahon. He is of royal Irish descent. Two years ago a deputation of Fenians waited on him with the offer of the Irish crown, and to ask him to take command of the Irish levy en masse, but the Marshal could not accept the flattering proposal. He is a man of the simplest manners, very gentle and very kind. Even his enemies love him; even the people, more difficult still. All Italy remembers his entry into Milan. When he came to the Arch of Triumph, erected near the city gates, a charming little girl of the people, three or four years old, is sent forward from the crowd to present him a great bouquet of roses. The Marshal bends down and takes the little one up in his arms and kisses her. "I would like to stay with you," said the child. "Then so you shall," said the great soldier; and he made his entry into Milan with her before him on the pommel of his saddle, her pretty face all beaming with delight, and waving her bouquet of roses to the crowds. MacMahon has made a success in this way. When the grand army returned to Paris after the Italian campaign, MacMahon, of all the marshals, was observed to keep his campaign uniform. It might have been simplicity, it might have been coquetry; whether or no, he was smothered with wreaths and flowers. His servants could not carry them away. MacMahon gained his renown in the Crimea at the same time as Bosquet. He saved the day at Magenta. His governorship of Algeria was not a success.

Bazaine.

I saw Marshal Bazaine. He is of medium height, fair, a little inclined to be fat—a marshal ought to be a little fat; he has gay, cheerful manners. When I saw him he was in plain clothes and wore a little round silk soft hat—nothing elegant about it. His two nephews were with him, a lieutenant and sub-lieutenant. His chief of staff is Colonel Boyer, one of the most distinguished officers in the army. The Marshal appeared jovial and kept rubbing his hands together as if with satisfaction. There was a something about him that caused the idea of victory. Colonel Boyer is a collector of coleoptere (beetles). He has gathered them in Algeria, Mexico, the Crimea, in Asia. I knew him in Syria, and recollect seeing him march at the head of a column with eight or ten fine specimens that he had stuck on his holsters. Officers are often collectors of specimens. There was one man in Italy who caught butterflies.

At Solferino this man was at his post along with his company, and skirmishing against the Austrians. All of a sudden, a few yards ahead, he saw a superb rare sphinx sailing about from flower to flower amid the smoke and tumult. The officer hesitated, then sprang forward, foraging cap in hand, uncovered, ahead of his men, swung his cap round, brought it down on the specimen, gave a cry of joy—then sprang into the air with a ball through his heart, and fell dead. His last words were, "I have him." All your collectors are heroic. I knew a poor devil that lived in a garret up six pairs of stairs, and died of sheer cold and starvation one winter's night, without fire or food. Opening a box we found a collection of precious antique medals worth 35,000 francs.

Palikao.

M. Cousin de Montauban, Count of Palikao, was a wonderful man among the Chinese. He is tall; not quite so portly as his colleagues. He wears a moustache and imperial. He has a small, fine eye, thin hair, and a well-preserved air. I saw him on his arrival at Metz, walking on the ramparts, in a gray jacket and colored cravat. From behind he would be taken for a young man. He is considered daring. In China, one time, soon after his disembarkation, he was surrounded by a huge crowd of Tartar soldiery. He threw himself among them, followed by his four aids, armed only with his riding switch, and, striking right and left, cut his way through. He, too, is a collector, and brought back a magnificent assortment of Chinese objects.

WAR MISCELLANY.

Balloons in the First French Revolution.

If the present French army takes the field with the mitrailleuse, a former army entered into war with an engine which was then as new and much more terrifying. The first proposal for employing captive balloons in war was made by the Committee of Public Safety. In 1793, after some preliminary experiments at Meudon, a small corps of thirty aerostats skilled in various crafts was formed on the model of an engineer company and despatched to Maubeuge, then besieged by the Dutch and Austrian troops. The balloon used was thirty feet in diameter, and rose 1800 feet with two observers and 130 pounds of ballast. It was managed by two ropes attached to the net, and was filled with hydrogen, obtained with much difficulty and expense from water. The immediate moral effect upon the enemy of the use of this balloon by the besieged was extraordinary. They imagined, which was far from being the case, that their every movement was at once made patent to the French, and it was this that in a great measure determined the demoralized Austrians to abandon the siege. The balloon, passing from a defensive to an offensive position, was then transported while inflated to Charleroi, which the French were attacking. Its apparition at once deprived the besieged of all confidence in their strength, and hastened the surrender of the town while still efficient for defense. The balloon was subsequently at Fleurus, where much is attributed to it; then at Brussels, Liege, Aix-la-Chapelle, on the Rhine, and on the Danube. A corps of aerostats also accompanied the French army to Egypt, but did nothing, as the apparatus was damaged on the way. In 1800 both the corps were suppressed. The Russians used ballooning against the French in 1812, but the results were not encouraging. At Solferino one of the brothers Godard ascended in a Montgolfier; but he was much too late, and the ascent was all but useless. In the war, too, of the Rebellion, balloons were used from time to time, but they were attended with no advantage.

The "Blood Tax" in France.

The "blood tax," which was so ardently inveighed against in the elections just a year ago, is already beginning to press with doubled severity on the French nation. The drawing of the conscription, which in the ordinary course of events would not have been due till January, 1871, is advanced by five months, and is to take place next week. The market price of food for powder has also been doubled. The sum required for exemption from the conscription was formerly $250, it is now raised to $500. This will prove beyond the means not merely of peasants and proletaires, but of the great mass of lower middle class alike in town and country.

Irish Sympathy with France.

The London *News* says:—"Most Englishmen profess themselves unable to understand the recent outburst of Irish sympathy with the cause of France in the present European quarrel. Measured simply by the standard of material expediency and rational policy, it is doubtless unintelligible. France and Ireland in the present day have no aims or interests in common, nor are they likely to have any. Apparently, the only substantial bond between the two nations is the possibility that the Imperial Government may be involved in a war with England, and may try to strike a blow at this country through Ireland."

SECOND EDITION

LATEST BY TELEGRAPH.

WAR REPORTS BY CABLE

A GREAT BATTLE!

Passage of the Moselle!

Assault by the Prussians

They Claim a Victory.

So do the French.

Napoleon Going Home.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

A Battle Near Metz.

LONDON, Aug. 15.—There was a battle fought near Metz yesterday. Both parties claim a victory.

Napoleon's Account of the Battle.

PARIS, Aug. 15.—The following important despatch to the Empress Eugenie has just been made public:—

LONGUEVILLE, Aug. 14—10 P. M.—The army commenced to cross to the left bank of the Moselle this morning. Our advance guard had no knowledge of the presence of any force of the enemy. When half of our army had crossed over the Prussians suddenly attacked in great force. After a fight of four hours they were repulsed with great loss to them. NAPOLEON."

[Longueville, at which place the above despatch of the Emperor is dated, is a small town on the railroad from Strasburg to Paris, about 70 miles W. S. W. of Metz, and 50 E. S. E. of Chalons. As the Emperor's headquarters were evidently at this point last evening, he was probably making the best of his way towards Chalons, which is situated directly on the line of the railroad.—ED. EVE. TEL.]

King William Claims a Victory.

BERLIN, Aug. 15.—The Queen of Prussia to-day received the following despatch, dated in the vicinity of Metz:—

"Sunday evening—A victorious combat occurred near Metz to-day, the troops of the 1st and 7th Corps participating.

"I hasten to the scene of conflict.

"WILLIAM."

Second Despatch—The Victory at Metz Claimed for the Prussians.

Messrs. D. C. Wharton Smith & Co., bankers of this city (Philadelphia), have received the following special telegram:—

LONDON, Aug. 15.—A Berlin telegram says the Queen has just received a telegram from King William, as follows:—

"A great battle was fought at Metz yesterday, and we were again victorious. The 1st and 7th Army Corps behaved with great gallantry. I leave immediately for the battlefield. KING WILLIAM."

This Morning's Quotations.

LONDON, Aug. 15—11:30 A. M.—Consols 91¾ for money; 91¾ for account. American securities steady. United States 5-20s, 1862s, 86; 1865s, old, 85⅜; 1867s, 84⅜; 10-40s, 83. Stocks steady. Erie, 17⅜; Illinois Central, 106; Atlantic and Great Western, 21.

LONDON, Aug. 15—11 A. M.—Consols 91⅛@91⅜. New series 5-20s, 1862, 86; 1865s, 85½; 1867s, 84⅛; 10-40s, 83.

LIVERPOOL, Aug. 15—11:30 A. M.—Cotton opened quiet; middling uplands, 8¾@8¾d.; middling Orleans, 8¾@9d. The sales are estimated at 10,000 bales. California white wheat, 10s. 9d.@10s. 10d.; red Western, No. 2, 9s.

LONDON, Aug. 15.—11:30 A. M.—Linseed oil firm at £32@32 6s. Sugar quiet on the spot, and quiet and steady afloat.

FROM THE WEST.

ST. LOUIS, Aug. 15.—The Democratic State Central Committee have issued a circular to the Democrats of Missouri, setting forth the reasons for recommending that no Democratic State ticket be put in the field next fall. The committee, however, urge the election of as many Democrats as possible to the Legislature, but recommend voters in no case to vote for any one not publicly pledged in favor of removing all suffrage restrictions.

FROM THE STATE.

Murder at Rockport—The Murderer Escapes.

Special Despatch to The Evening Telegraph.

MAUCH CHUNK, Aug. 15.—A man named Dennis Tolan, residing at Rockport, was shot at that place by William Davis about 11 o'clock on Saturday night. Davis was arrested and held until late yesterday afternoon, when he made his escape and is still at large. No previous difficulty is known to have existed between the men. Davis alleges that Tolan followed him home and struck him. All possible efforts are being made for the rearrest of the murderer.

FROM WASHINGTON.

The Death of Farragut.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 15.—The flags here are at half mast in respect to Admiral Farragut.

American Marine Interests in Germany.

The Secretary of State says that orders by cable have been given by the Navy Department to Rear-Admiral Gilsson, commanding our fleet in European waters, to send, if practicable, an American man-of-war up the German rivers, especially the Elbe and Weser, to encourage American interests in those quarters, but to observe in every way the strict rules of blockade.

The "Severn."

During the time that the "Severn," flagship of the North Atlantic fleet, is receiving some slight repairs at Hampton Roads, leave will be granted to her officers, only keeping a few on board for duty at a time, and liberty will also be granted to her crew. She will be ready to sail with Rear Admiral Lee for Key West on the 15th of September, without fail.

The Powhatan.

Orders have been given to have the Powhatan, now at the Philadelphia Navy Yard, thoroughly repaired and got ready for sea service. She will have new boilers put in her, and the repairs of her machinery have been awarded to Pusey, Jones & Co., of Wilmington, Del., for $32,500.

New York Stock and Money Market.

NEW YORK, Aug. 15.—Stocks strong. Money easy at 3@4 per cent. Gold, 116⅝. 5-20s, 1862, coupon, 111¾; do. 1864, do., 110⅝; do. 1865, do., 110¾; do. 1865, new, 109¾; do. 1867, 109⅞; do. 1868, 109⅞; 10-40s, 107⅜. Virginia sixes, new, 63; Missouri sixes, 90; Canton Co., 61¾; Cumberland preferred, 30; New York Central and Hudson River, 96; Erie, 22½; Reading, 96½; Adams Express, 68; Michigan Central, 115½; Michigan Southern, 93; Illinois Central, 131; Cleveland and Pittsburg, 105; Chicago and Rock Island, 114½; Pittsburg and Fort Wayne, 93½; Western Union Telegraph, 84¾.

New York Produce Market.

NEW YORK, Aug. 15.—Cotton dull; sales of 300 bales at 19¼c. Flour dull and without decided change. Wheat declining; No. 2 at $1 20@1 27; winter red, $1 44@1 47. Corn heavy and lower; mixed Western, 90@91c. Oats firmer; State, 60@65c. Beef quiet. Pork quiet. Lard quiet. Whisky nominal at 97c.

Baltimore Produce Market.

BALTIMORE, Aug. 15.—Cotton unchanged at 19½. Stock scarce. Flour—City Mills, high grades, declined 25c.; others weak but unchanged. Wheat—Sales 2500 bushels; we quote amber Maryland at $1 56@1 60; fair to good red at $1 30@1 45; common at $1 15@1 25; Western at $1 40@1 45; white at $1 60@1 65. Corn—White, $1@1 10; yellow, $1@1 05; Western, 95. Oats, 45@48c. Rye, 85@95c. Mess Pork, $30 75@31. Bacon more weak; rib-sides, 18; clear do., 18½c.; shoulders, 15½c. Hams, 26c. Lard dull at 17@18c. Whisky, 96@97c.

N. Y. MONEY MARKET ON SATURDAY.

From the N. Y. Herald.

"The speculative activity which the war in Europe constantly tends to produce in financial circles was exemplified the past week in the more animated character of business at the Stock Exchange and Gold Room. Wall street, with every recurring summer, has to contend with the attractions afforded in the more numerous race meetings at the different watering places, and which draw off attention and check business. A few years ago a race in summer was confined to an odd display of horseflesh at one of the out-of-fashion Long Island courses. Nowadays Saratoga has two grand summer gatherings of the friends of the turf and Long Branch one, with the prospect of a repetition of the Saratoga idea. Again, the current week has witnessed the great yachting contest for the Queen's Cup and the departure of the New York Yacht Squadron on its annual cruise. The average Wall street man is a turfite, and, as far as may be, a yachtman. Hence it will be easy to comprehend the fickleness of the activity of Wall street this summer. When there has been no race the brokers have had plenty to do. It is true a great many when out of town speculate by telegraph, but the expense of such communication adds to the burthen of that terrible 'interest account,' which so often runs away with the profits of a venture, 'you know.'

"The real feature of the week was the sharp decline in gold, which ran down from 120¾ to 115¾ on the defeat of the French army, a movement which was communicated to the premium by the seeming consent of speculation that Prussian victories shall be the signal for lower gold. While it is evident to those who calmly contemplate the situation that the war in Europe will be to our benefit, succeed which side may, the tenacity of speculation to the above idea was so strong that when subsequently a new and strongly Napoleonic French Cabinet was formed and the Bank of France suspended specie payments gold ran back to 118¾. The latter matter was strangely misunderstood as to its effect upon gold, for it certainly strengthened the market, although temporarily. The sudden emission of a thousand million of francs in paper money has, as will be seen by our cable telegrams, already provoked a premium of four per cent. on gold in Paris, and it is only a question of time how great this premium will become. France is repeating the history of our finances in the late war, and this sudden addition of paper money to the currency of that country will lead to a still higher premium on specie. The redemption of the new issue will of course depend upon the embarrassments arising out of the war, and we shall doubtless see a period of lengthened suspension in the French empire. One of the great countries which sustain commercial relations with the United States is thus entering upon a crisis through which we have just passed. Can any one doubt, therefore, that one element more has been added to the influences which are steadily bringing us to specie payments? If anything occurs to embroil Great Britain in the war, the suspension of the Bank of England would be an immediate necessity. The national debt of that country is greater than ours, and her embarrassment would place us all on the level of an irredeemable paper currency, with the advantages all in favor of the young republic, teeming with agricultural, mining, and manufacturing wealth."

FREAKS OF LIGHTNING.

Singular Effects—A House Preserved by Electricity.

The St. Louis *Democrat* of Saturday says:

The freaks of lightning during a thunder storm are often both fantastic and inexplicable, and such as to excite as much surprise as dismay. An illustration of these curious electric doings occurred on Thursday evening at the house of Mr. Samuel Copp. Mr. Copp's residence is a very handsome mansion. It stands almost alone, on an elevation, with a grass plat and railing in front, and shaded by trees at the east side. On the evening of the storm, at about 6 o'clock, Mr. Copp got on the Washington avenue car to go home. On account of the rain, however, he did not alight at the point nearest his house, but rode a block beyond, and took shelter in Uhrig's cave. The rain was then falling in torrents, and the thunder rattled and roared overhead. From where he was Mr. Copp could plainly see his house, and while looking in that direction there were several blinding lightning flashes, and it seemed at one moment as if a sheet of fire enveloped the building. Fearing that the house had been struck he lost no time in going home, and he then became apprised of the effect of the singular fiery visitation. Two of his daughters were in the front parlor while the storm was in progress, and when the outburst of thunder occurred and the lightning struck the edifice, the effect was truly bewildering and alarming. The room in which they were seemed suddenly filled with a ghastly, smoky atmosphere and a kind of sulphurous smell pervaded the house. The young ladies and the servants were much frightened, and for a little while the most serious consequences were apprehended. The evidences of an electric visitation were not confined to one room or portion of the building. The lightning manifested its presence in a sleeping apartment on the east side of the building overlooking the veranda on Twenty-third street. A young lady in the room distinctly saw the dazzling sparks of lightning playing near the gas pipe, and when a bureau that stood against the wall was removed it was found that the plaster had been torn off by the passage of the fluid, and an iron nail near the same place looked as though it had been subjected to the heat of a furnace. The lightning could be traced along the wall several feet by the curious cracks and deep scratches it left. The exact spot of its entrance and exit could not, however, be definitely fixed. The outside of the building was minutely examined yesterday, but no traces of any kind were visible.

A TALE OF HORROR.

A Murderer Taken from Jail by a Mob and Buried Alive

The Memphis *Avalanche* of August 12 has the following:—

The officers of the steamer Cheek tell of the lynching of Beck, who is said to have murdered Mr. and Mrs. Goode, on Favorite Island, two months ago. Beck was in Austin (Miss.) jail, where he had been placed by the Sheriff of Tunica county, who had brought him from Indiana a few days ago. On Wednesday morning a large number of men gathered around the jail in Austin, took the prisoner out by force, brought him down to the river's edge, placed him in a skiff and rowed up the river to Favorite Island.

There, under the long shadows of the trees, the crowd gathered round their victim and feasted their drunken eyes upon his pallid face and trembling lips and tottering limbs, while curses and blasphemies disturbed the quietude of the morning air. As the first grey streaks of dawn shot upward from the eastern sky a grave was scooped out of the sand by a lot of men, who appeared, at that moment, more like demons than human beings. Binding the wretch's hands and feet together, they threw him into the hole. Two or three of the stoutest stood upon his body while the hole was being filled up, lifting their feet every now and then to keep on a level with the rising sand. As the sand went in those men actually danced upon the smothering victim beneath, and the whole crowd broke out in unearthly song. At length, when the hole was filled up and heaped over, a "stag dance" was improvised, and the twenty vigilanters carried on the revel until the sun rose above the horizon, when they hurried to their skiffs and disappeared up and down the river along the Mississippi shore.

The doctor who examined the body of Mrs. Goode, a day or two after the murder was committed, said that she was fearfully and indecently mutilated, the head severed from the body and thrown into a hollow place fifty yards away. These barbarous circumstances attending the double murder were the cause of the fearful vengeance which the lynchers saw fit to visit upon Beck, a man who, if guilty of the crimes laid to his charge, was certainly unfit to live, and still more certainly unfit to die.